

The Hongkong Telegraph

(ESTABLISHED 1881.)

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June 9, 1914. Temperature 6 a.m. 82. 2 p.m. 78. Humidity 78 91

June 9, 1913. Temperature 6 a.m. 80. 2 p.m. 88. Humidity 50 39.

WEATHER FORECAST
RAIN
Barometer 30.78

2818 晚六十月五年寅甲

TUESDAY, JUNE 9, 1914.

二拜禮 號九月六英曆

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TELEGRAMS.

MEXICAN AFFAIRS.

A BLACK OUTLOOK.

[Reuter's Service To "The Telegraph"]

London, Received June 9.

The situation at Tampico has created a new crisis, which may wreck the Peace Conference.

President Huerta insists that the United States shall not interfere with the Federal stopping ammunition reaching the rebels, inasmuch as the latter refused an armistice.

The delegates at Niagara Falls say that the outlook is black. Meanwhile the United States warships at Tampico are dogging the Federal gunboats, while the rebels are erecting fortifications in the city, fearing a gunboat attack.

Blockade Raised.

Reuter's correspondent at Mexico City states that the Government has ordered a suspension of the blockade at Tampico, upon an intimation that the mediators at Niagara Falls are seeking to prevent the American steamer Antilla landing munitions at Tampico.

FINANCIAL CRISIS.

ANOTHER FAILURE.

London, Received June 9.

The Canadian Agency, Limited, of which Mr. Arthur G. Gault is partner in the well-known financial house of Chaplin, Milne and Gault, which suspended payment on Saturday, is the chief shareholder, announces that it has suspended payment.

Later.

The failures have cleared the air, and it is believed that the Stock Exchange will not suffer to any appreciable extent.

BOXING WORLD.

Plain Talk on Recent Big Contests.

I have seen Jack Basham, the ex-private, and to me he seemed to be a fellow who is just as well left out of one's list of opponents whom one would like to meet, writes "Corinthian" in the *Sporting Chronicle* of May 2. The greatly improved Sid Staggs was much too slow for Basham at the National Sporting Club, and even though the contest was one of those sensation lacking affairs in which the first round is like the twentieth, and each round in between is like the first and last, the fact remains that the boxing shown was very good indeed, with Basham always doing the better work.

Basham boxed right through at one pace, and almost in one way—a faint and then a punch. He did not bother about attempting to show versatility, but, as if confident in the fact that if he continued as he started he must win, he went in and out and round about in a manner that was almost suggestive of a lack of knowledge of anything but the elementary things in boxing.

It was a clever win, because the victor never showed us just how much he could do. He merely did sufficient to prove that he was better than the man opposed to him, and when that happens it is always a long time before the man who has been defeated is able to make any more of that man, for he is so confident that he does not trouble about making sure of the referee's verdict, even at the National Sporting Club! There was very little punishment dealt out by either contestant, and when it was all over each must have felt like a winner.

TELEGRAMS.

THE PALACE INTRUDER.

UPSHOT OF A CHALLENGE.

[Reuter's Service To "The Telegraph"]

London, Received June 8.

The intruder into Buckingham Palace declares that he wanted to refute the statement made in connection with suffragist raids that an entry into the Palace was impossible, in connection with which he accepted a challenge. The man appears to be respectable.

"A Foolish Prank."

London, Received June 9.

At Bow Street Police Station, the prosecuting counsel said the sifter, whose name is Pike, appeared to be respectable. He had been guilty of a foolish prank. He had had domestic trouble and had been drinking. Defendant admitted that he entered the Palace in a spirit of bravado to outdo the suffragists.

PANAMA CANAL.

ANOTHER STEP FORWARD.

London, Received June 9.

Reuter's correspondent at Panama states that the liner Alliance has traversed the Gatun Locks and tested the electric towing locomotives, which worked without a hitch.

BALLOON EXPLODES.

100 PEOPLE INJURED.

London, Received June 8.

A balloon was about to ascend at a country fête near Eprenay when it exploded. A hundred people were injured and twenty-eight are in hospital.

Basham's Merit.

I find myself rather lost for the excuse of giving a definite impression of Basham beyond what I have just written—that he did not show completely how clever he is. Of one thing I am sure, and that is that he can do what he wants to do more quickly than any other welter weight I have seen for a long time. He was so quick with his punches that he never had any reason to show us whether he had a defence that was apart from attack. I had hoped to be able to compare him with McCormick, of whom I have expressed a high opinion so frequently. But it would be absurd for me to attempt to do so on a showing such as this last one of Basham's.

It is certain that Basham has two hands as quick of action as McCormick's left, and there is the wonder whether the former would be able to display the same excellence of defence that is possessed by the Plymouth man. Basham did not do anything to tell us that he has a big punch, but he has the ability to send out his fist so quickly, that anyone who avoids him must be particularly smart, and it is, perhaps, a better thing in boxing to hit frequently than to be striving after the one big punch, for the latter means the losing of some of one's effectiveness in defence.

What of Wells?

I warned you last week not to take it for granted that Wells and Coffey would meet for a long time. It will be advisable once more not to take the latest rumour as the whole truth and nothing but the truth. It is said that Coffey is not coming over here, as, after his last victory, there is all the money he can pick up waiting for him in America. One thing is clear, and that is that Wells does

TELEGRAMS.

THE MILITANTS.

MAULED BY WOMEN.

[Reuter's Service To "The Telegraph"]

London, Received June 8.

Some brawling suffragists at the Brompton Oratory yesterday were violently attacked by ladies of the congregation. The space near the pulpit was strewn with hair combs and feathers, and fragments of clothing. The vergers finally rescued and carried out the intruders, whose faces were bleeding, the ladies still beating them with umbrellas. Crowds broke up several meetings in the parks.

Press and Hunger-Strikers.

The *Standard* strongly endorses a leader in the *Times*, arguing that the hunger-strikers should be allowed to die.

OUR NAVY.

BIG REVIEW IN JULY.

London, Received June 8.

His Majesty King George reviews the first, second and third fleets, and all the frigates at Spithead on July 18. It will be the largest assembly of battle-ships seen in the Home waters. Altogether about 400 vessels will take part.

THE ALBANIAN REVOLT.

INSURGENTS DEFEATED.

London, Received June 9.

Reuter's correspondent at Vienna says a telegram from Durazzo states that the Government troops attacked and routed the insurgents near Tirana.

not want Coffey, and another thing is clear that Coffey is quite content to avoid Wells.

After the ex-Bombardier's show against Bandman Rice one is forced to wonder what is going to happen in the world of our heavy-weights. Without seeing the contest I am pretty fully convinced that Wells is training for himself better now than ever before. He may look flabby and so on, but in my opinion, is one of those men who are better suited being a bit on the heavy side than trained "to the minute."

If he gets down to what is usually regarded as ideal muscularity, Wells becomes an almost staminalless weakling, as if the departure of his natural fat marks the departure of his staying power. It is certain that the Wells who met Blake and Rice is better able to stand body punishment than Wells who used to train as hard as an old man who found the removal of fat a terribly difficult thing.

A Curious Temperament.

Wells is a man of curious temperament, a fellow whose spirits want keeping up to concert pitch, a man who should not be allowed to sink into a state of semi-morbidness, such as strikes some men who have an ordeal to face. I shall always think that Wells lost his second match with Carpenter while he was training for it in a lonely part of the country which provided no chance of him cheering his mind with thoughts other than the one of whether he would lose again to the man who had already beaten him.

The fact that Wells had spent the afternoon on the golf course with the "King Rat," Charles Austin, was all in his favour, leaving him as naturally as the

TELEGRAMS.

COASTING TRADE.

JAPAN DEFENDED.

[Reuter's Service To "The Telegraph"]

London, Received June 9.

Replying to a complaint in the *Times* that British vessels are rigorously excluded from the Japanese coasting trade whereas a Japanese Company has actually inaugurated a service between Calcutta and Rangoon, Sir Valentine Chirol points out that Japan is perfectly entitled to participate in the Indian coasting trade. While her competition may not be welcome to British Companies, it may, from the standpoint of purely Indian interests, be beneficial. Referring to the prestige which a powerful fleet confers on the merchant flag, he says Japan doubtless benefits to some extent from the practical withdrawal of the British Navy from the Far East, but we should remember that only our Alliance with Japan has enabled us to reduce our powerful Squadron in the Far East to a mere skeleton.

BRITISH TRADE.

A MONTH'S DECREASES.

London, Received June 9.

The trade returns for the month of May show decreases in imports to the extent of £2,176,089, and in exports amounting to £1,507,072.

In imports the principal decreases are food and drink and tobacco £1,329,089, and raw wool £346,005; while there is an increase in cotton imports totalling £11,971.

The chief decreases in exports are iron and steel manufactures £779,570, and cotton goods £523,109.

Wells is not the sort of man who wants the severe training that most boxers do. If he keeps his mind occupied with pleasant things that for nearly all that is necessary to him.

The right thing about this contest is to congratulate Rice on the excellence of his display, for it is a fine performance on the part of any boxer to give weight away to Wells, and stay twenty rounds with him.

Pat O'Keefe.

As I implied would be the case, Pat O'Keefe's boxing was too good for Nichol Simpson's strong hitting. The latter found himself running again and again against the very fine left hand of this young veteran, who holds the championship belt of Great Britain. O'Keefe himself is of the opinion that he has never boxed better than he is doing now. When he meets Jim Sullivan you must not expect anything nearly so sensational as that which happened when the latter put out Jack Harrison. O'Keefe will not go out so quickly as that, and the chances are that Sullivan, who is not so good as he used to be, will find it extremely hard indeed to snatch a win on points.

Once again, Fred Welsh has, at the dictation of the man regarded in America as the light weight champion of the world, met and defeated an opponent. Welsh's victory over Lesch Cross seems to have been thorough enough, although the bout itself did not interest the lookers-on to any abnormal extent. Those of us who know Welsh, and have seen Lesch Cross, are fully aware that it would be the "game" of the British champion to just go

TELEGRAMS.

HORSE JUMPING.

RUSSIA WINS CUP.

[Reuter's Service To "The Telegraph"]

London, Received June 9.

In the Horse Show at Olympia the competition for the King Edward Cup for jumping resulted as follows:—

- Russia..... 1.
- France..... 2.
- Belgium..... 3.
- England..... 4.

The Cup now becomes the property of Russia, which has won it three times.

His Majesty the King presented the Cup and congratulated the winners.

WIRELESS.

SUGGESTED RESEARCH COMMITTEE.

London, Received June 9.

The Committee on Wireless Telegraphy recommends that the Government appoint a National Research Committee co-ordinating the work of the Post Office, the Admiralty and the War Office, with a laboratory, etc.

The Committee will be twelve in number, representing the various Departments.

FRENCH CABINET.

M. RIBOT ACCEPTS.

London, Received June 9.

M. Ribot has accepted the task of forming a French Cabinet.

through the twenty rounds and score as many points as possible. Surely a boxer is entitled to do that sort of thing if he likes, and if he considers such tactics the proper ones to adopt. Meanwhile we who are jealous of the prestige of our champion must hope that Ritobio will keep his word on this occasion and settle the question of whether he was the victim of circumstances when Welsh beat him long ago.

Fred Welsh's Opponent.

There is something for Fred Welsh to do in England when he returns. That excellent boxer, Jerry Delaney, must be looked up to as a rightful challenger for the Lonsdale Belt that Welsh has. Delaney beat Willie Farrell the other day, and because the latter had an injured ankle, and was clearly out of condition, the victory is being minimised. That, of course, is quite right and fair in its way, but do you think that Jerry, the best of the Delaney family, will lose easily to Farrell when the latter is at his best. That will not be so. Delaney is young and extremely clever, and it will be just as well for Welsh to meet him soon, for while Delaney is improving it cannot be said that Welsh is getting any better.

Jeannette v. Colin Bell.

Joe Jeannette the American coloured heavy-weight, writes from Paris that he will arrive in London for his match with Colin Bell of Australia, at Premierland on Monday night, the same evening. He would have been here a couple of days sooner, but the Parisians did not wish him to leave until he had another contest there, and he has been matched

TELEGRAMS.

THE EMPRESS DISASTER.

RECOVERING THE DEAD.

[Reuter's Service To "The Telegraph"]

London, Received June 9.

Reuter's correspondent at Montreal states that a diver has begun the preliminary work in connection with the raising of the dead from the hull of the Empress of Ireland.

The bodies will be embalmed by a corps of undertakers employed by the Canadian Pacific Railway Company, and will then be taken to Quebec for identification.

FISHING DISASTER.

40 SCHOONERS WRECKED.

London, Received June 9.

Reuter's correspondent at Quebec states that 40 fishing schooners were wrecked and 20 lives lost during a sudden hurricane in Northern New Brunswick.

KING AND SALVATION ARMY.

London, Received June 9.

"General" Bramwell Booth has had an audience with His Majesty the King at Buckingham Palace in connection with the forthcoming Salvation Army Congress.

His Majesty said he had always admired the self-sacrificing toil of the officers of the Salvation Army; and he gave "General" Booth a message to the Congress.

with Kid Jackson for a short bout in the French capital to-night. In the meantime Bell is working as industriously as ever at the Hampstead Gymnasium to fit himself for the task, and he has favourably impressed the critics who have seen him. He is an adept at ball punching, skipping, shadow boxing, and body exercises and in his spare with his partners he has shown great skill.

His novel ideas of a padded arm and abdominal test have also been noted and will probably be copied. He is very confident regarding the result, and points to the draw with Sam Langford and the hard tussle with Sam McVea as recommendations. A good contest should be the outcome.

By the way, Mr. J. Harris, of Preston, wires me that Frank McGuinness, the Irish heavy-weight, has backing for £200 to meet Bombardier Wells for the Championship of England. The contest can be arranged for the winner to take all.

Alleged Murder at a Garage.

At Marylebone Philip Baker, general dealer, of Camden Town, was committed for trial, charged with the murder of James Wayah, formerly a cleaner employed by the London General Omnibus Company. Baker is alleged to have stabbed Wayah in the neck with a penknife outside the company's garage in Albany-street in the early morning of April 14.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The Canadian Agency, Ltd. has suspended payment.

M. Ribot has accepted the task of forming a French Cabinet.

The King has given an audience to "General" Bramwell Booth.

The situation at Tampico has created a new crisis which may wreck the Peace Conference.

The *Standard* and the *Times* agree that hunger-striking suffragists should be allowed to die.

The liner Alliance has traversed the Gatun Locks of the Panama Canal.

The King is to review the biggest assembly of battleships seen in Home waters on July 18.

Trade returns for May show decreases in both imports and exports.

Albanian Government troops have attacked and routed the insurgents near Tirana.

The Committee on Wireless Telegraphy has recommended that the Government appoint a National Research Committee.

The sifter who gained entrance to Buckingham Palace says he did it in a spirit of bravado to outdo the suffragists.

The recent failures at Home have cleared the air, and it is believed that the Stock Exchange will not suffer to any appreciable extent.

Some interesting opinions on Japanese naval shipping discrimination are expressed by Sir Valentine Chirol.

Russia has won the King Edward Cup at Olympia for horse jumping, and it now becomes her property.

Brawling suffragists were roughly handled by ladies of the congregation at Brompton Oratory on Sunday.

During a hurricane in Northern New Brunswick 40 fishing schooners were wrecked and 20 lives lost.

A diver has begun the preliminary work in connection with raising the dead from the hull of the Empress of Ireland.

NEWS.

The plague returns for last week again showed a decrease.

General news appears on page 3 to-day and log book on page 4.

"Our contemporaries" appear on page 2 and commercial news on page 9.

Fire broke out in a timber yard on the Praya last night. The damage is estimated at \$2,000.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

Thursday, June 11.
China Association Annual Meeting—4.30 p.m.

Tuesday June 16.
Crown Land Sale—2.30 p.m.

Wednesday, June 17.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd. Meeting of Creditors—11 a.m.

Tuesday May 23.
Hongkong Ice Co., Ltd. Extraordinary General Meeting—11 a.m.

Tuesday June 30.
Hongkong Fire Insurance Co., Ltd. Extraordinary General Meeting—11 a.m.

Notices.

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GENERAL NEWS.

Death from Wasp Sting.
Mr. Tom Agram, a resident of Castle Pownall, Birmingham, has died from the effects of a wasp sting. While he was cooling home, a wasp stung him near the eye. A few days later symptoms of blood-poisoning were noticed.

Exhibition of Spanish Art.
The Spanish Ambassador on Friday last opened, at the Brighton Art Galleries, an exhibition of modern Spanish art. Numbering in all 220, the exhibits have been collected from Madrid, Rome, and Paris. The exhibition is also representative of Spanish sculpture. It will remain open till the middle of August.

Motoring Accident.
Mr. Claude Leslie Gray, grandson of Mr. H. J. Gray, a former racehorse champion, died at Cambridge last month as the result of a motor accident. Mr. Gray was riding a motor-cycle and rounding a bend on the Cambridge to Colchester road when he came into collision with a motor-car and was badly injured.

Summons against Salmet.
Salmet, the airman, who has been giving, on behalf of the Daily Mail, flying exhibitions along the Devon and Cornwall coasts, was summoned to appear at Plympton Petty Sessions on Monday for having navigated an aircraft over a prohibited area in the Plymouth district. It was stated that Salmet was unable to appear, and the case was adjourned until the 22nd inst.

Motor Accident near Canterbury.
Four persons were injured recently in a motor-car accident on the Dover road, near Canterbury. A Mr. Wraith and four friends, named Carr, Knight, Arter, and Gegg, were proceeding to Wye races, when the car struck the wheel-cap of a motor-lorry which it was passing, mounted a steep bank, and then overturned, throwing its occupants into the road. Serious injuries were received by Messrs. Carr and Knight; Mr. Wraith and Mr. Arter escaped with lesser injuries; and Mr. Gegg was unhurt.

Cost of Education.
The report of the Finance Committee of the London County Council on the education estimates shows that a total sum of £25,550,544 has to be provided for in the year 1914-15. This will be met by a rate of 2s. 1d. in the pound, producing £4,689,293, by Government grants totalling £1,574,805, and by receipts from beer and spirit duties and sundry minor sources, £275,475. The total sum shows an increase over the previous year's expenditure of £225,107.

Empire Group at Madame Tussaud's.
It has been decided to install a group of models at Madame Tussaud's Exhibition to represent the Dominions of the British Empire beyond the seas. In the midst of the new Imperial group will be models of the King and Queen. A start has been made with a figure of the late Lord Strathcona, and in the near future will be added from time to time the statesmen who have figured most prominently in the recent history of Canada, India, South Africa, Australia, and New Zealand.

Children's Country Holiday Fund.
Prince Alexander of Teck, presiding at the annual meeting of the Children's Country Holiday Fund, said that more than 45,000 children were sent to the country or the sea last year for a fortnight's rest and recreation. Sir J. Orlinton-Browne stated that an examination of the children before they went away and after their return from the holiday would show that the fresh air had promoted growth, improved nutrition, and steadied the nerves, and thus fortified them against disease.

Girl Shot in Alexandra Park.
A girl named Lily Kerry, aged 17, a domestic servant, while walking in Alexandra Park the other night, was shot in the right shoulder. Two youths who were seen running away were caught, and one of them, George Henry Galley, 18, a shorthand-typist, of Gravelly-street, Holborn, was arrested. A pistol was found upon him. Next day Galley was brought up at Tottenham Police Court. A remand was ordered.

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"Whereas Williams" in Court.

William Williams, "premier town crier and bill-poster in chief," appeared at Llanrwst (Denbigh) Police Court, charged with using abusive language. In keeping with his wide reputation as a rhetorician he made the following statement:—

"I am guilty, my worship, but under great provocation. At the time in question on the 26th prox. at 5.20 per diem, I was resting in an upright position in Denbigh-street meditating upon the political atmosphere and humming the Land Song—(laughter)—when my dream was rudely shattered by the ruthless hand of a misguided shop assistant. (Laughter.) My lethargic development—(laughter)—disappeared and I ascertained—(renewed laughter)—while he accused me of stealing a valueless empty box which had been requisitioned by one of my disappointed rivals. (Laughter.)

"I waved the youth aside with the contempt the care demanded. He persisted, so I soliloquised—(laughter)—and informed him I would shortly call upon his employer and decipher the mystery of the old box. (Laughter.)

"But he persisted that I should proceed with avidity—(renewed laughter)—a remark which took the public ear—(laughter)—and the adjoining crowd jeered. I then observed with violent pain and annoyance that an attempt was made to convert me into a laughing-stock. (Laughter.) Thereupon I rose in my indignation and set forth my views upon their past and future. (Laughter.)

"She Defuncted."

"I was accused of being a thief—an ex-representative of the law and order, a common thief! Gentlemen, I am no thief. I have come to the end of my tether, with the gray hair thinning upon my skull. I am a man of peace.

"Only a short time ago an old woman of ninety-three defuncted—(laughter)—and took her flight to a better land. Gentlemen, believe me that even when her remains were resting on the little deal table inside the cottage she had so long graced, her memory was not respected by the driving youth of the locality who made day hideous by their howling.

"Ingredients of a Toff."

"At the time I was engaged in the pastoral task—self-imposed—of converting my patch of produce into beds for spring onions. I jumped into their midst and clouted them until they ran for their lives. I am a man of peace—(laughter)—and the old lady enjoyed her rest.

"The police constable should have sympathised with one of the cult and said, 'Williams, old friend, cool down, remember your past services and take no heed of such scum.' But no, the constable lacks the ingredients of the toff. (Loud laughter.)

"Gentlemen, let justice be tinted with mercy."

"This Chairman—That is enough, Williams, 'Is and costs."

BRITISH EDUCATION IN THE FAR EAST.

With the awakening of China and the great volume of Chinese soon to become current in the world, it is a matter of very grave importance whose image and superscription should be stamped upon their plastic youth. Many of the great European Powers have realised this in their establishment of high schools and universities in China for the education of young Chinese. The Germans have developed such institutions very largely and have spared neither official pains nor official funds in the work, but the inflexibly academic method of German instruction has not been so successful as that admirable institution, the English University of Hongkong. The Calendar for that body for 1913-14 is a record of enterprises that redound very highly to the credit of the local merchants and business men, and also to the far-seeing course taken by engineering firms at Home, who, realising the importance of sending young China out into the world fortified by British methods and in sympathy with British ideals, have subscribed with great promptitude and liberality to the development of the university, and have equipped it free of charge with much costly modern machinery.

The greatest benefactor has been Sir H. N. Mody, a merchant of Hongkong, and it was his magnificent generosity that made possible the incorporation of the Hongkong College of Medicine and Technical Institute into a university. Nor were others slow to follow, and English and Chinese men of business vied with each other to further the project. The two strongest faculties of the university are Medicine and Engineering, which are subjects of pressing need in China to-day, but there is a faculty of Arts which will develop to meet the needs of the students, and a Faculty of Law which shows signs of attaining speedily to an important place. Herein appears the wisdom of the British method; there is no rigid pedantry in the curriculum of the Hongkong University, it adapts itself to meet the educational needs of the student, and holds itself ready to supply any fresh demand that may arise from the racial progress of the Chinese people.

The object with which the university was incorporated and which it has already begun to justify is of the utmost importance not only to the British in the East, but to the commerce of the whole Empire. China is developing with an amazing rapidity, and with her development there is growing up an enormous volume of trade and commerce which ultimately will be in the hands of these young men who are seeking to gain the advantage of accidental methods of education; and the whole of their

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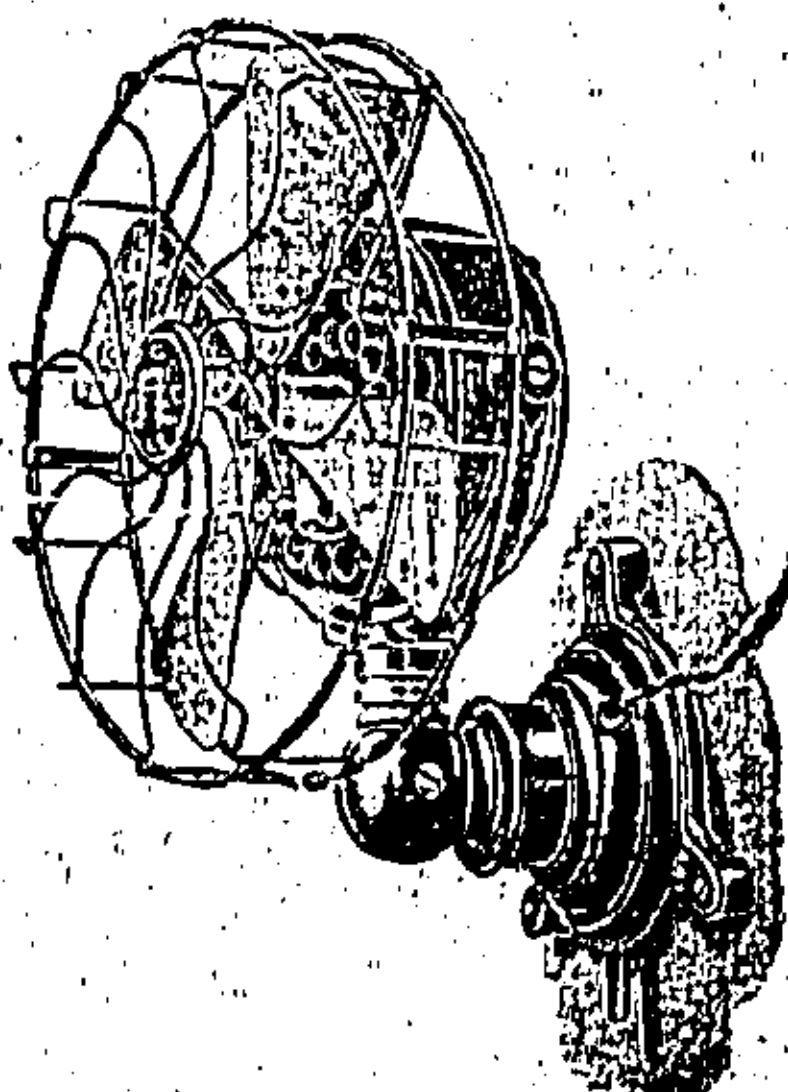
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The Hongkong Telegraph.

HONGKONG, TUESDAY, JUNE 9, 1914.

THE BOY SCOUTS.

We published the other day an article on the Cadet Company of our Volunteer Corps. We were glad to see these lads at their first public appearance on the King's Birthday Parade. They marched past splendidly—a bright, clean-looking set of boys—and we hope that those parents who saw them and who have boys of their own were as favourably impressed as we were and will bring along recruits. We hope also that those in authority will lose no time in carrying out the suggestions made in our article to give this valuable company a proper chance of development.

The Cadet Company is part of the Hongkong Volunteer Corps and belongs to the Military Forces of the Crown. As such, only boys of British parentage are eligible for its ranks and by its terms of organization it can accept only those British boys between the ages of ten and eighteen. A very small proportion of the boys in the Colony fall within this category. For the remainder, it is essential, if Hongkong is not to fall completely behind other portions of the Empire in its duty to Youth, that the "Boy Scouts" should be encouraged and placed on a proper footing. The idea appears to exist in certain quarters that the Boy Scouts movement can only be organized at the expense of the Cadet Company. If this were so, nothing further could be said. The training in civic duties of boys receiving their education in Hongkong, many of whom are destined to careers outside our Empire, could not for a moment be allowed to stand in the way of the essential development of the King's Forces. But we are convinced that the idea is false. Every British boy of ten, whose parents will allow him, would prefer to be a soldier in the Cadet Corps rather than a simple Scout. If he has been previously trained as a Scout, he will make all the better material for a Cadet. There is, there must be, nothing military in the training of the Boy Scout. The aim of instructors is not to make him a soldier, but to make him a decent citizen.

This fallacy of the Scout being a soldier is at the root of another objection to the movement in this Colony. It is imagined that the Scout has, like a soldier, to take an oath of allegiance to the King. It is suggested as farcical that Scoutmasters should make Portuguese, Filipinos, Chinese, and children of other nationalities receiving their education here, take a solemn oath of allegiance to His Majesty King George V. So it would be. The Boy Scout, however, is not called on to take an oath of allegiance. He promises on his honour, first, to do his duty to God and the King; second, to help other people at all times; and third, to obey the Scout Law. That is all he has to promise. No one will deny that children receiving the benefits of the education offered in a British Colony owe a "duty" to King George. No one familiar with the movement will deny that "Scouting" is the best way to make them realize that duty.

Nor is it incongruous that these Scouts should salute the British flag on the authorized occasions. If it is proper—as it undoubtedly is—for British residents in Berlin to take off their hats to the Colours of German Regiments, it cannot be out of place for boys to salute the flag under the shelter of which they are receiving their early training. We complained only the other day about the laxity of the Chinese in the matter of doing honour to the Union Jack on the King's Birthday. The way to teach them their duties in this respect is certainly not by wet-blanketing the Boy Scouts.

It is not perhaps fully realized that the Scout training has exceptional advantages for the boys we are considering. They have not been brought up naturally to those ball games and exercises which develop the physique of British boys and keep them out of mischief during their hours of recreation. These boys have taken to scouting, which makes indeed an irresistible appeal to all boys. This healthy open-air occupation is therefore in their case a double boon.

Other European nations have adopted General Baden Powell's great idea. We venture to prophesy that if they incorporate the Scout movement with their schools and Universities in the Orient whilst we neglect it; then the products of their schools and Universities will excel those of ours in value as citizens. We would ask those who are discouraging the Boy Scouts to take counsel strictly with themselves. For our part, we are convinced that by thwarting this high ideal of obliquity they are doing an incalculable injury to the Empire.

The Scout movement has come to stay and must be regarded as by no means the least valuable part of the education Great Britain has to offer. The earliest Scouts—and they were but few in those days—were only now reaching manhood and we must wait a few years longer before the full effect of the movement can be gauged. No one familiar with it can have the least doubt that its results will be surprising and wholly for good. The Empire will be leavened for the first time in its history by thousands of young men who have been trained during their most impressionable years to be good citizens. Are we to deny this training to British boys in Hongkong because in a childish spirit we are not willing to train a few good citizens to spread the seed among their neighbours? Heaven knows they may lead them even more than we do.

Felicity of Phrase.

We have remarked before now on the fact that the Chinese are wonderful phrase-makers. In cheer felicity of phrase, we doubt whether any people on earth can touch them. Take, for example, the address to Sir Kai Ho-kai on Saturday: "Age has not dulled your ardour nor poverty sapped your integrity." "They who have received your bounty are as the peasants who rise to labour and go to rest with the sun unconscious of the royal influence that secures their well-being." Nothing could be more happy and melodious than the choice and arrangement of words here; and no doubt they lost something in translation. Phrases always do. In sheer happiness of phrase the only people who can touch this are the Scots peasants, and theirs is a different kind of gift. Theirs is the vivid phrase that drives a picture home—short, staccato, piercing. The Chinese unfolds his thought more slowly, but there is often a singing cadence in the very words employed.

All in the Day's Work.

The Yellow Dragon for June tells interesting stories of how two pupils have recently been held up for ransom. One of them was with brigands for forty days, and says the magazine, on his return he "looked sleek and unconcerned and seemed to think lightly of his adventures." That is characteristic of Chinese, whether they are boys or grown men. They take the events of the day very philosophically. We heard a story the other day which illustrates this point and which amused us more than a little. One of the boys in a certain school in the Colony was sent to the headmaster to be caned. The headmaster was busy at the moment and contented himself with warning the youth and advising him that, if time had permitted, something more than a warning would have been awarded him. The youth heard him out—and then volunteered to return when the headmaster was less busy.

The Servant Problem.

Singapore is providing Hongkong with a much-needed lesson. For we observe that on July 1 there is to come into force there an Ordinance providing for the registration of servants. The matter is to be under Government control, and it is understood that one of the Assistant Superintendents of Police will be in charge of the department. Hongkong housewives have long and patiently put up with the worries attendant on the servant problem, but they see no hope of a kindly Government coming to their aid. It may be argued that an attempt made by a private concern, in the way of registration, failed; but it is overlooked that where private enterprise fails Government action may succeed. We are blessed in Hongkong with a central, Assistant, and Deputy Superintendent of Police, and perchance one of these could do with a little more work. Our Government might therefore copy Singapore's example, and assign a one of them the task of solving the servant problem.

Our Shipping Figures.

As will have been observed by the report of the Harbour Master for last year, the total of shipping entering and clearing at ports in the Colony during the twelve months showed a very substantial increase when compared with 1912. To be precise, there were 1,600 vessels of 1,007,933 tons more. This is most encouraging, but it should be explained that included in the increase are 10,028 conservancy and dust boats, representing 407,278 tons. Why these should be included we fail to see. They do not, in the real sense, represent actual shipping, and to count them every time they leave and enter the harbour seems ridiculous. In one of the tables contained in the report it is intimated that the movements of fishing junks are not included in the figures. While this may be very proper these craft certainly represent shipping, more than dust-boats do, and if the latter are taken into account why not the former? Nothing is gained by reckoning the movements of fishing junks, which gives an artificial appearance to the returns.

DAY BY DAY.

IT IS A MADNESS TO MAKE FORTUNE THE MISTRESS OF EVENTS, BECAUSE IN HERSELF SHE IS NOTHING, BUT IS RULED BY PRUDENCE.—Dryden.

The "Telegraph" in Canton. The Hongkong Telegraph is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Limited, Shamsham, Canton, who have been appointed our agents there.

The Weather.

Lower level 8 a.m. Temp 82; dull.
At the Peak 8 a.m. Temp 75; fog.

The Mails.

German Mail.—Due per s.s. Derflinger at daylight tomorrow.
Siberian Mail.—Due per s.s. Kanahow tomorrow.
Siberian Mail.—Closes per s.s. Empress of Asia tomorrow at 10.30 a.m.
German Mail.—Closes per s.s. Derflinger tomorrow at 5 p.m.

Langkat Output.

Messrs. Wright and Hornby inform us that the Langkat output for yesterday was 297 tons.

Smooth Trip.

During the last 48 hours of her trip, the Tenyo Maru experienced fine weather and smooth sea.

Tenyo's Cargo.

The Tenyo Maru, which arrived in port to-day, brought 893.28 tons of cargo from America and ports of call.

Tenyo's Passengers.

The Tenyo Maru arrived from San Francisco this morning with 58 first-class, 22 second-class and 78 steerage passengers.

Coming to Hongkong.

Mrs. Hugh D. McIntosh, wife of the well-known entrepreneur, is on an extensive tour of the East. She tours Ceylon; then proceeds to Singapore, Batavia, Hongkong, Kobe and Yokohama, being absent for six months.

Order of the Excellent Crop.

The President of the Chinese Republic has conferred the Order of the Excellent Crop (Oha Ho) of the Third Class upon Mr. F. W. Maze, Commissioner of Customs at Canton and Mr. E. Gordon Lowder, Commissioner of Customs for Kowloon and District.

P. and O. Express in Collision.

A London wire of May 23 says:—The P. and O. passengers arrived at Victoria four hours late as the result of the P. and O. express from Marseilles colliding with a shunting engine at Macon. The express engine was badly damaged and the guard's van completely smashed, but the guard was only badly bruised. The passengers received a severe shock, but none were hurt.

Victoria Theatre.

The Victoria Theatre management has once more provided a bit of cinematography in the great detective film "Fantomas" of 5,000 feet in length, the tragedy at the masked ball making the fourth of this exciting and entertaining series. Here again the star performers Fantomas and Juve, pit their wit against each other. To explain the detail of the picture would be unfair in many respects, and for the dramatic force of the subject to be thoroughly appreciated it must be seen.

Home Again.

Flying an extremely long pennant, the cruiser Doris, commanded by Capt. C. P. Beauty-Powell, arrived at Plymouth on May 5, from the China station, bringing home relief from that station. Although the trip to the Far East and back was very uneventful, it was of a pleasant character, favourable weather having on the whole been experienced. During the last couple of days of the return voyage rough seas were encountered, but although at times waves swept over the bows no damage was done.

TIMBER YARD ABLAZE.

The Damage Estimated at \$23,000.

Last evening a serious fire broke out in the Timber Yard of the Kwan On Company, situated on Praya East, on the reclaimed land between the Naval Yard and the No. 2 Police Station, involving the destruction of a large quantity of timber belonging to the Kwan On, and also that of a neighbouring yard. The alarm was raised at about 7.15 a.m. and Inspector McHardy immediately informed the Central Police Station and the Fire Station. The brigade turned out promptly and were on the scene in a creditably short time, with two engines from which several hoses were soon playing on the burning timber.

An Imposing Sight.

The Brigade, who turned out under the Deputy Superintendent of Police, Mr. T. H. King, and the Assistant Superintendent of the Brigade, Chief Inspector Gurney, found, on arrival, that the flames had a complete hold on the timber, and, in spite of their best endeavours, the conflagration spread through the yard with such rapidity that soon it was practically all involved, save that immediately adjoining the street, the flames shooting skyward in large masses, forming a beacon that could be seen from practically every point on the harbour. Dense clouds of steam and smoke reflected the glare and made the sight most imposing.

Naval Men Help.

The situation of the yard was such as to make the fire particularly dangerous, it being in the midst of other shipbuilding and timber yards, and while there was an absence of wind, which helped the work of the fire-fighters, the task of confining the outbreak proved itself a matter calling for very considerable effort. Fortunately, the services of a large contingent of naval men were available and they gave the brigade, all of which was turned out, considerable aid in handling the hose, of which a great length was requisitioned. The bold bid that was made for saving the surrounding property met with the best of results. The fire was confined to the Kwan On and one neighbouring yard, which also had some damage. About thirty jets of water were played on the burning material, from the engines and the floats, and by ten o'clock the brigade had matters well under control and the fierceness of the blaze subdued. A great factor in the saving of the yard to the west of the Kwan On Company's premises was the fact that there was a pathway leading down to the water's edge between the two properties.

Worked All Night.

The large crowds that gathered in the vicinity and the necessity for laying hose on the track, dislocated the tram traffic for the evening. During the night the brigade stood by the fire, pumping a considerable quantity of water on to the charred stacks of timber, but when daylight broke this morning there was still a large amount of smouldering going on, with corresponding volumes of smoke rising. Consequently three jets were kept hard at work playing on the property to prevent any further outbreak, one engine standing by.

Viewed this morning by the Telegraph, the scene of the outbreak presented a picture of desolation. Neatly packed stacks of what once was timber are now charred black and sodden with water. Iron sheeting which formed the sides to a godown on the extreme west of the premises have been bent down in all manner of shapes, while the lane running down to the water is full of charred wood and portions of dismantled matcheds.

No cause has at present been found for the outbreak; but it is certain that a large amount of damage has been done than occurred in the fire which took place about three years ago on the same premises, when property to the extent of \$10,000 was destroyed. In this instance, while no authoritative figures are yet to hand, it has been estimated that the damage will amount to about \$23,000. By a

CHAUFFEUR CHARGED.

Cars are to have Raced on the Praya.

Before Mr. Melbourne, at the Police Court this morning, Leung Tim, a chauffeur employed by the Far Eastern Motor Car Company, was summoned for furiously driving motor car No. 48, on the Praya near the Seamen's Institute, at 10.40 p.m. on June 3.

Mr. W. B. Hind, (Mr. G. K. Hall Bruttons' office) defended.

P. C. Swan said that at the time and date stated, he was on duty on the Praya East when he saw two motor cars approaching, both travelling west. Both cars were travelling at a high speed. Directly No. 48 car passed a tram-car No. 2 car passed No. 48 car on the right of the latter. This meant that the two motors and the tramcar were almost in a line. He called on the motors to stop but No. 2 went on. He blew his whistle twice. He told the driver of car 48 that he would be summoned for furiously driving. The car was travelling anything up to thirty miles an hour.

By Mr. Hind: The car was travelling between twenty and thirty miles an hour. He had no experience of speed; he simply applied common sense. He did not time the cars. He was now referring to car No. 48; if anything, car No. 2 travelled faster than No. 48, after the whistle was blown. There was a sergeant there who would also give evidence. There were three Europeans walking alongside the road and several more Chinese. They were walking in different directions. The pedestrians were not walking under the verandah. The motors did not pass the tramcar while it was stopped. There were two rickshaws on the road going east. He suggested they were racing. No. 2 car was a 40 horse power car and No. 48 was a 18.20 horse power car. No. 48 was trying to keep in front of No. 2 car. No. 2 was fifty yards behind No. 48 and in a distance of two hundred yards No. 2 had passed No. 48.

By His Worship: When he called on car 48 to stop, the brakes were put on immediately.

Mr. Hind: I saw the speedometer on the car myself yesterday.

His Worship: Are you getting in the box?

Mr. Hind: Yes.

Acting Lance Sergeant McTulloch gave corroborative evidence. The cars, he said, were travelling about twenty-five or thirty miles an hour.

The hearing was adjourned.

peculiar irony of fate, of the two yards that were eventually involved, the one that was not insured has sustained the greater damage, the brigade succeeding in quenching the outbreak which occurred, as a result of the fire, in an adjacent yard.

Fireman Injured.

The official report of the occurrence states that the outbreak originated in the Man Hop scaffolding shed which was totally consumed, damage to the extent of \$5,000 being done. This is covered by insurance. The fire then spread to the Kwan On Yard and enveloped a stack of wood, doing damage to the amount of \$8,000 which is covered by insurances in two offices. It also spread to the premises of a firm in the rear of the Kwan On which were also partly burnt, the estimated damage in this respect being put as high as \$10,000.

P. S. Fowler who was on duty with the Brigade last evening has been admitted to the Government Hospital. It appears that while working he sustained injuries to the head from a brass branch pipe, of such a nature as to necessitate treatment.

Railway Communication.

The Isle of Wight Chamber of Commerce has passed a resolution expressing the view that a train ferry either from Stokes Bay to Ryde or across the Solent would be a more practicable scheme than the projected Solent Tunnel between the Isle of Wight and the mainland.

THE INTERPORT MATCHES.

Some Comments on the Shanghai Tournament.

Shanghai has every reason to be pleased with the performance of its cricket eleven in the recent Interport match. As admitted in Hongkong, that port was sending away a thoroughly representative team and this fact makes the success of the local eleven all the more satisfactory.

In batting and fielding our visitors were probably slightly superior, but the Shanghai bowling won the match at the finish. With the exception of Barrett, the Shanghai batsmen were out of practice, especially A. E. Lanning, who failed to show a glimpse of his form of previous seasons. Barrett, in the first innings, played what was probably the best innings he has ever played in Shanghai. In the second innings, he was very lucky, being badly missed caught and bowled from the first ball he received. This mistake may have had considerable influence on the result of the game. Potter and V. H. Lanning deserve the highest credit for a fine stand after tiffin on the second day. Potter's success afforded great pleasure to the many friends of this fine all round cricketer.

The Hongkong Captain seemed to be ill-advised to bowl Anderson after lunch on the second day, and certainly should have taken him off earlier. Anderson had clean bowled Quayle just before tiffin and had thus served his purpose. He should not have been put on again except to break up a long partnership.

The Shanghai bowling was, on the whole, good. Quayle bowled beautifully at the beginning of Hongkong's second innings and made the match a sure thing for Shanghai. Murphy thoroughly justified his selection, and Potter and Lanning both bowled well, more especially the former, who was as reliable as ever. Brand was erratic but served his side well in bowling Claxton at a critical period of the game.

The fielding of the home side was uneven, at times good, but on the whole fair only. Fielding like everything else requires practice and some Shanghai cricketers are bad fields simply because they will not practice. Haynes, behind the wicket, was distinctly good, his taking of Quayle in Hongkong's second innings being quite a feature.

Turning to the losers, Pearce showed much of his old form. He in a fine player, strong in defence with many shots. Sayer is evidently a good bat and will be heard of again in these matches. He has a weak spot through the slips but otherwise watches the ball and is difficult to move. Claxton made some nice strokes but is too flashy. The best batting on the side was that of Hancock, who played quite one of his best innings on a none too easy wicket.

The Hongkong bowling was, on the whole, fair. Bird was an object lesson of length and steadiness. Sayer keeps a good length, and has an awkward swerve, also Read, but the remainder did not show to advantage.

The fielding compared more than favourably with that of Shanghai. Sayer, at cover, was probably the best man we have seen in the field for some years. Bagnall did some fine work, also Matthews. Claxton, at the wicket, was brilliant at times but not so sound as Haynes. Much of the fielding on both sides was marred by dropped catches and no team, however strong, should be allowed to win a match, if it drops five catches in one innings, as was the case with Shanghai in Hongkong's first venture.

On the showing of both teams Shanghai certainly were the better side, but had the run of the luck. The match was a most enjoyable one, full of interest and incident. To those who cavilled at the short cessation of play owing to bad light, it must be remarked that the umpires are the sole judges of the fitness or unfitness of the light, and that every captain must sink self and play for his side in all circumstances. It is an easy matter for the "has been," comfortably seated in the pavilion, to play

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THE INTERPORT MATCHES.

(Continued from page 4.)

cricket in the dark, but he might remember that there are umpires selected to adjudicate such matters, and he should accept their decision whatever it may be with as little adverse comment as possible.

Tennis.

It is some years since the last Interport Tennis match in Shanghai, and the games were looked forward to with much interest. Unfortunately some difficulty arose in regard to the selection of Shanghai's representative in the singles.

The gentleman ultimately selected by the Tennis Association for some reason best known to himself, declined to accept the honour, and the committee then called upon W.S.A. Pott, who has shown good form and evidently is a player of great promise. Unfortunately he failed to show anything like his best form in the match against the Hongkong representative, Green. The latter played a sound, strong game, and is evidently a difficult man to beat. Some of his passing shots were delightful and he had the measure of Pott throughout the match. Pott played with poor judgment and either lacks experience or was overcome by the occasion.

The doubles match ended in a victory for Shanghai by three straight sets. The visitors were uneven and Green frequently at fault as regards position. Hancock made some delightful strokes but failed to stay, and was responsible for a lot of lost points by hitting into the net. He did not come up to his partner enough, and there was a lack of cohesion about the pair which lost them the match. Green was for the most part weak. Occasionally he made some nice passing shots, but generally seemed doubtful of his proper place in the court.

For the winners Elmore played delightfully. Without being brilliant he was safe and rarely failed to score when offered an opportunity. In fact he hardly made a really bad stroke throughout the match. Toussaint also played well, but was overshadowed by his partner. He served many footfaults and always required watching by the umpire in this respect. Nevertheless the Shanghai pair worked well together and were a distinct success. In a match of this sort Toussaint might avoid unnecessary delays when about to receive the service. It leaves a wrong impression, which is the last thing required when we entertain our good friends from Hongkong. A correspondent to the N. O. Daily News.

PLAGUE FIGURES.

The plague figures for last week still show a decrease. There were 92 cases—47 in Victoria and 45 in other districts—and 84 deaths. Of this number two were Indians, one Filipino, one Japanese, and the remainder Chinese, two being imported cases. In Yaumati, there were twelve cases and ten deaths. At Hungghom there were eleven cases and ten deaths. Since January 1 there have been 1,878 cases of plague, and 1,700 deaths.

During last week also there were two non-fatal Chinese cases of diphtheria and three non-fatal cases of enteric fever, two British and one Chinese.

New Liners.

There are now under construction seven Atlantic liners having a gross tonnage of 30,000 and upwards. Beginning with the Paris of 30,000 tons these new vessels are respectively Statendam, 32,500 tons; Columbus, 35,000 tons; Aquitania, 47,000 tons; Britannia, 48,000 tons; Vaterland, 50,000 tons, and a sister ship of the latter which will also be of 50,000 gross tons. The first of these to come out was the Vaterland in May, and she will be closely followed by the Aquitania, and in next August by the Columbus. The Statendam will be launched in June and the Paris will also be ready for the season of 1915.

SPECIAL CABLES.

(Special Pacific Service to the "Telegraph"—"Reuter").

CHINA'S FINANCIAL RECOVERY.

REVENUE STEADILY FLOWING IN.

Peking, Received June 9. Although the Quintuple Group is prepared to make advances, the Government has declined, owing to the satisfactory manner in which the revenues are coming in. The Quintuple Group is about to hand over a further three million taels from the salt revenue, making 7,900,000 Taels handed over in the past two months over and above the liabilities secured thereon, while the Provinces have supplied 6,000,000 Dollars during May.

A Supplementary Loan.

The first meeting was held yesterday afternoon between the Finance Minister and the Quintuple Bankers for the discussion of the terms of a supplementary loan of £3,000,000 sterling at 5 per cent. The terms are, in general, similar to those of the Reorganisation Loan, and the object is the payment of short-term loans amounting approximately to £2,500,000 from foreign sources and the balance from Chinese. The Loan is to be secured on the surplus revenue from salt.

Decreased Customs Revenue.

The Customs revenue for last month fell off considerably, owing apparently to the unrest in the Yangtze region.

HERMIT'S LIFE STORY.

Inventor of Many Lace Making Patents.

One of the unhappiest men in Middlesex was the Hermit of Teddington, whose solitude is at last being invaded by the unthought attentions of a sanitary inspector and the urban district council.

For more than twenty years the hermit has lived by himself with his case in a two-storey cottage in Wellington-road, which he rents for £20 a year, and many curious stories are current in the district regarding his personality and the reasons which have led him to cut himself off from his fellow-men.

The windows of the front of the house are always masked by curtains, and not a single resident of the town, so far as can be learned, has ever seen the hermit outside his own house or little garden.

To add to the mystery, old neighbours recall that years ago a carriage drawn by a pair of magnificent horses and with a footman on the box used frequently to drive up to the house bringing two fashionably attired women, who were greeted at the door and admitted to the house. More recently still, the hermit was discovered by a neighbour lying in a pool of blood as if dead in his little back garden. Apparently the hermit, who is reported to be an inventor, had accidentally severed an artery with a chisel he had been using and had fainted from loss of blood.

A local coalman also states that on one occasion when he peered through the kitchen window he saw two revolvers lying on the table ready for use, and it is known that the hermit keeps several serviceable weapons in the house.

Many people in the district, however, have discovered that the hermit is not only a highly educated man, but a man of means and philanthropy as well. Carol singers at Christmas have received many shillings (some say even pounds) from the old recluse, children many a bright shilling, and the local postman ten shillings for a Christmas-box.

Like Tolstoy.

An Express representative tried to obtain admission to the house recently and to learn the hermit's reasons for his alleged refusal to allow the sanitary inspector to enter the house. In answer to the visitor's knock the door was cautiously opened a few inches, and the head and shoulders of a little old man, clad in an ancient dressing-gown, inquired his business. Hair and waving beard of snowy white framed a strikingly intellectual face, the face of a student, and with the student's pallor. The old man

appeared to be about eighty years of age, and bore a striking resemblance to Tolstoy.

He stood there, with his head thrust cautiously out of the door, which he still held, in fear of a possible intrusion, and, speaking in a pleasant voice, told the Express representative his strange story.

"With regard to the sanitary inspector," he said, "I have been ill with influenza, and much pestered with beggars, and when he knocked on the first occasion I did not know who he was. When he came again I quoted to him the Earl of Gatham's famous speech on the Englishman's home being his castle, into which he has the right to deny even kings admission."

"There is nothing the matter with the house, and I am not at all sure I have not the right to shoot any one who crosses my threshold unbidden."

"As to my past, there need be no secret about it between us. You know my name."

Maintaining Personal Liberty.

"I am a mechanic, and I used to employ 1,500 hands in a manufacturing business. I have patented many devices in connection with lace-making, and one of my inventions alone employs 10,000 hands at Nottingham."

"I quarrelled with my father many years ago, came down here by chance, have stayed here, and ever since reading 'Carmen'—the hermit gave a quotation from it in the original French—"have tried to maintain my personal liberty free of all intrusion."

"My books, including classic novels like those of Sir Walter Scott, my papers, my models, on which I am constantly working, my drafts and plans, all keep me fully occupied. My solicitor, bankers, and others visit me here, as also does my niece. Remember, too, I have suffered a good deal by the illness and deaths of those near and dear to me."

"Medicine I have no use for, and, after all, if you eliminate quinine, laudanum and mercury, all of which should be used with caution—how many reliable drugs have you left?"

"I do go out, but at night and by the back door. The front rooms are curtained because I live at the back, owing to the noise of the tramway cars."

"For the rest, I value liberty above all else. That is why I am so worried by this affair."

Mothers as Scouts.

A mothers' patrol has been formed for the 1st Spring Grove troop of British Boy Scouts at Kingston-on-Thames, so as to connect them officially with the social work of the troop.

DAIRY FARM NEWS.

WE HAVE RECEIVED

NEW SHIPMENTS

OF

FRESH SIBERIAN SALMON,

SMOKED

KIPPERS, FILLETS & HADDOCKS.

THE WUCHANG FLYING MACHINES.

The Wuchang government has been far from lucky with its flying machines. During the height of the revolution a couple were bought from a foreign firm in Shanghai which had been left there by the unfortunate airman who was killed on the race course. They were brought up river with considerable difficulty and duly delivered. It was intended to use them for dropping bombs on the Imperialists, but a difficulty arose as to who would fly them. A Chinese who had undertaken to do so had never been on a machine and was in no hurry to make a trial, so in spite of all the pressure that could be brought to bear on him he managed to dodge his duty on the plea that the machines were defective. Next an effort was made to return them to where they came from, but how the matter was settled was not made public.

Two years ago, one of General Li's advisers named Hsia managed to get a commission to purchase another couple. This time they were procured from Japan and again proved to be defective, but not beyond the possibility of repair. Various dates were fixed for giving a demonstration but it never came off as there was always a little something more to put right. When our present Tutuh took charge he dropped on Mr. Hsia and ordered him either to fly his machines or refund the money. He was not prepared to do either so he was locked up in prison where he remained till the other day. The native press reports that the Tutuh had gone carefully into the accounts and was satisfied that there had been no "squeeze" or other malpractice on Mr. Hsia's part, but he had simply been unfortunate so he was set at liberty. The machines are to go to the scrap heap, and there is now an opportunity for some one else to come forward with proposals for the purchase of two more.—C.C. Post.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The C.P.R. s.s. EMPRESS OF INDIA left Yokohama on the 6th inst. between 2 and 4 p.m.

The C.P.R. s.s. MONTEAGLE left Yokohama on the 8th inst. at 3 p.m. and is due to arrive at Kobe on the 10th inst. at 5 a.m.

The C.P.R. s.s. EMPRESS OF JAPAN 1,100 miles from Yokohama on the 7th inst., at midnight is due to arrive at Yokohama on the 11th inst. at 5 a.m. and will leave Yokohama on the 11th inst. at 2 p.m.

The J.G.M. s.s. DERFFLINGER carrying the German Mails with dates from Berlin of the 13th of May left Singapore on the 5th inst. at 7 p.m. and may be expected here on or about the 10th inst. at daylight.

Boarder's Loss.

A boarder living at 116 Connaught Road has reported to the police, the theft from his room of seven dollars worth of clothing, a gold watch valued at \$100 and \$174 in money.

To-day's Advertisements

NOTICE TO CONSIGNEES. FROM KOBE & MOJI.

THE Steamship

"DUNERA," having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DAVID SASSOON & CO., LTD. Agents. Hongkong, 8th June, 1914. [588]

From EUROPE.

THE H.A.L. Steamship

"PREUSSEN," Capt. H. Lubecke, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned. Optional Cargo will be carried on unless notice to the contrary be given 3 days.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 15th inst., at 9.30 a.m. No Fire Insurance will be effected by us in any case whatever. This steamer brings on cargo:—

ex s.s. "Mecklenburg" from Havre
"Bremen" from Setubal
"Jarl" from Abus
"Bjorn" from Drammen
"Jelo" from Drammen

HAMBURG-AMERIKA LINIE
Hongkong Office.
Hongkong, 8th June, 1914.

TOYO KISEN KAISHA.

s.s. "TENYO MARU"

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS, AND MANILA.

The above named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on 10th June at noon will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No claim will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 10th June at 5 p.m., will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left in the Godown, where they will be examined on 17th June at 10 a.m.

All Claims must be filed on or before 23rd June otherwise they will not be recognised.

B. MORIMOTO, Agent.
Hongkong, June 9th, 1914.

DEXTER

WEATHERPROOFS.

COMPLETE SELECTION,

NEWEST STYLES,

NOW SHOWING AT

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS,

(TELEPHONE No. 29)

16 DES VŒUX ROAD. 16

WM. POWELL, LTD.

PHONE 346.

NOW SHOWING

"GLYN'S"

SUN HELMETS

STRAW HATS

NEWEST SHAPES

Wm. POWELL Ltd. are Sole Agents for GLYN & Co.
44 Old Bond St. W.

J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WRIST WATCHES

FOR LADIES & GENTLEMEN.

Prices Right

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO. CORNER OF FLORENCE STREET.

ANDERSON MUSIC CO., LTD.

AGENTS FOR

HIGH CLASS PIANOS

OF

QUALITY.

THE FAMOUS "NEU CREMONA" VIOLINS.

ALUMINIUM FLAT BACKED MANDOLINES,

ETC., ETC.

NEW MUSIC EVERY MAIL.

6, DES VŒUX ROAD. TEL. 1322

A ROYAL WINE
"KING GEORGE IV"
LIQUEUR WHISKY
THE D.O.M. DISTILLERS
EDINBURGH



"THE - - -"
TOP NOTCH

ONE STANDARD QUALITY.

ONE STANDARD PRICE.



BLENDED & BOTTLED
UNDER BOND AT
SOUTH QUEENSFERRY
NEAR EDINBURGH.

SOLE AGENTS.

GANDE PRICE & CO. LTD.

Tel. No. 135. 6, Queen's Road East, Hongkong

Shipping

CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of Asia 10th June.	Alsation 2nd July
Empress of Japan 25th June.	23rd July
Monteagle 1st July.	Victoria 4th Aug.

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA," and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port £65.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "Takada," 6,800 tons, Capt. will be despatched for KOBE & MOJI on 20th June.

S.S. "Torilla," 5,205 tons, Capt. Swanson, R.N.R. will be despatched for SHANGHAI, KOBE & MOJI, on 6th July.

WESTWARD.

S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched for SINGAPORE, PENANG & CALCUTTA on 11th June.

S.S. "Japan," 6,013 tons, Capt. Seldon, will be despatched as above on 17th June.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.

Hongkong, June 9, 1914.

Agents.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Chief Office—LUDGATE CIRCUS, LONDON, E.C.

HAMBURG-AMERIKA LINE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HAPAG"

Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO.

Marseilles, Havre, Emden, Bremen and Hamburg and New York. And from Manila, Hongkong and Japan to Victoria, Vancouver (B.C.) and Seattle, Wash. and Portland (Or.)

Freight Cargo at Through rates to all European North American and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Next Sailings from Hongkong:

FOR	STEAMSHIP	TO SAIL
Shanghai, Kobe and Yokohama	Preussen	9th June
"	Silesia	18th June
"	C. Ferd. Laeisz	3rd July
"	Senegambia	17th July
"	Scandia	27th July
"	Alesia	14th Aug.
Victoria, V'yer, S'le T. & P. (Or.)	Saxonia	10th June
"	Andalusia	4th Aug.
"	Sithonia	9th Sept.
Havre, R'dam, Hamburg & A'werp	Wuerttemberg	20th June
Hamburg & Antwerp	Suedmark	6th July
M'los, Havre, Emden & H'burg	Sedovia	6th July
R'dam, H'burg & A'werp	Coldenfels	13th July
Havre, Bremen & Hamburg	Preussen	19th July
R'dam & Hamburg	Emden	20th July
Havre, Emden & Hamburg	Silesia	20th July
Havre & Hamburg	Markomannia	5th Aug.
Dunkirk, Gonoa & H'burg	Friska	10th Aug.

For Further Particulars, apply to—

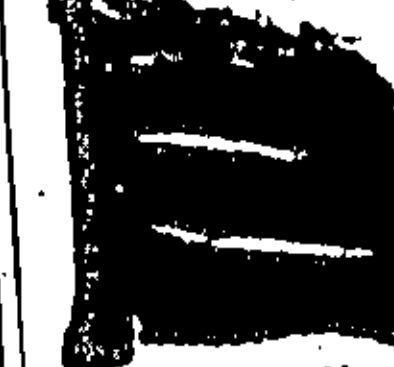
Hamburg-Amerika Linie

Hongkong Office

Shipping

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.



Projected Sailings from Hongkong—

Subject to Alteration—

Destination.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, and Port Said.	Hitachi Maru Capt. T. Sato Miyazaki Maru Capt.	T. 12,500 {WEDNES., 17th June, at 10 a.m. T. 16,000 {WEDNES., 1st July.

VICTORIA, B.C., and SEATTLE via Shanghai, Fuzhou, Moji, Kobe, Yokohama, Shimizu and Yokohama.

Yokohama Maru Capt. Machida Awa Maru Capt.	T. 12,500 {TUESDAY, 16th June, at 4 p.m. T. 12,500 {THURSDAY, 2nd July, at 4 p.m.
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.

Tango Maru Capt. Sekine Nikko Maru Capt.	T. 13,500 {WEDNES., 1st July, at noon. T. 9,600 {WED., 29th July, at noon.
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CALCUTTA via Singapore and Rangoon.

Hakata Maru Capt. Nomura	T. 12,500 {SATURDAY, 13th June.
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BOMBAY via Singapore and Colombo.

Kamukura Maru Capt. Nishimura	T. 5,000 {TUESDAY, 9th June.
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KOBE & Yokohama

Iyo Maru Capt. Hirase	T. 16,000 {THURS., 18th June, at 11 a.m.
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NAGASAKI, Kobe & Yokohama

Nikko Maru Capt. R. Takeda	T. 9,600 {TUESDAY, 30th June, at 5 p.m.
-------------------------------	---

SHANGHAI, Moji and Kobe

Penang Maru Capt. Murazumi	T. 12,000 {FRIDAY, 12th June.
-------------------------------	-------------------------------

KOBE & Yokohama

Kirin Maru Capt. Nakamura	T. 12,000 {THURSDAY, 18th June.
------------------------------	---------------------------------

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
1st class	\$135	\$122	\$108	\$95
2nd class	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
MANILA, CEBU & ILOILO	Teian	9th June at 4 p.m.
SHANGHAI	Shaohsing	9th June at 4 p.m.
HOIHOW & HAIPHONG	Kaifong	10th June at 11 a.m.
SHANGHAI	Anhui	11th June at 4 p.m.
SHANGHAI & TSINGTAU	Kanchow	13th June at m'night
MANILA, CEBU & ILOILO	Chinhua	16th June at 4 p.m.
SHANGHAI	Liangchow	16th June at 4 p.m.
WEIHAIWEI & TIENTSIN	Mulchow	17th June at noon
SHANGHAI	Luchow	18th June at 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

"MANILA LINE"—Twin Screw Steamers "Chinhua," "Taming," and "Teian." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."

"SHANGHAI & TSINGTAU LINE"—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing" and the S.S. "Kanchow."

"Liangchow," "Luchow" and "Vingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Taingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45: Return \$75.

For Freight or Passage apply to

Telephone No. 36

Hongkong 9th June, 1914.

BUTTERFIELD & SWIRE.

Agents

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Outward Bound.

(Vladivostok via Nagasaki.)

The S.S. Koursk 6,400 R.T. Commander Padalka, is expected to arrive here on or about the 28th day of May.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. Mogilev 6,200 R.T. Commander Kahiani, is expected to arrive here on or about the 10th day of June.

The S.S. Koursk 6,400 R.T. Commander Padalka, is expected to arrive here on or about the 17th day of July.

For Freight, Passage and further particulars, apply to

Capt. LUKHMANOFF, Agent.

Hongkong, May 14, 1914.

Shipping

HONGKONG
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Rubi	4000 J. Miller		Manila, Mangarin, Cebu and Iloilo.	THUR., 11th June, 4 p.m.
Zafiro	4000 F.S. McMurray		Manila, Mangarin, Cebu and Iloilo.	June, 4 p.m.

Electric light and fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 25th May, 1914.

JAVA-CHINA-JAPAN
LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamship	From	Expected in or about	For	Will leave on or about
Tijpanas	SHAI	1st half June	JAVA	1st half June
Tijlajap	JAVA	1st half June	JAPAN	1st half June
Tijboda	JAPAN	2nd half June	JAVA	2nd half June
Tijmah	JAPAN	2nd half June	JAVA	2nd half June
Tijmanoe	SHAI	2nd half June	JAVA	2nd half June
Tijlwoong	JAVA	1st half July	JAPAN	1st half July
Tijtaroom	JAVA	1st half July	SHAI	1st half July
Tijhini	JAVA	2nd half July	SHAI	2nd half July

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Lock Building, 15

Telephone No. 1574

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong.
Tenyo Maru	22,000 - 21 knots	Tues., 16th June.
Nippon Maru	11,000 - 18 knots	Tues., 23rd "
Shinyo Maru	22,000 - 21 knots	Tues., 14th July.
Chiyo Maru	22,000 - 21 knots	Tues., 4th August.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans	13th June.	19th June, 10 a.m.
Eastern	4th July.	10th July.
Aldenharn	1st Aug.	31st July.
Empire	1st Aug.	28th Aug.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardesses are carried.

For further particulars, apply to

Gibb, Livingston & Co.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving
Haitan	A. H. Stewart	TUESDAY, 9th June at 11 a.m.
Haiyang	A. E. Hodgins	FRIDAY, 12th June at 11 a.m.
Haijing	W. C. Passmore	TUESDAY, 16th June at 11 a.m.

FOR SWATOW

Haimun	J. W. Evans	WED., 10th June at 11 a.m.
Haimun	J. W. Evans	SUNDAY, 14th June at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

DOUGLAS STEAMSHIP CO., LD.

29

LOG BOOK.

Propulsion of Watercraft.

The science of aeronautics is already proving of commercial importance. Apart from the possibilities of aviation as an independent means of locomotion, the new method of transit, which has already to its credit so many achievements over land, as well as over sea, now possesses for its improvement a great store of accumulated data and experience, on which the aeronautical engineer can draw. Almost every part constituting an aircraft has to-day a literature of its own, in which are set down exactly the experiments connected therewith, and the results obtained. Thus it was by studying all the data connected with the aerial screw-propeller used for the propulsion of aircraft that Mr. L. Blin Delebe, lecturer in Aeronautical Engineering, The Polytechnic, London, saw the possibility of using specially designed screws working in air for the propulsion of watercraft. These ideas he made public in a paper on the Aerial Propulsion of Watercraft on Canals and Shallow Waterways, which he read at the last meeting of the British Association, held in Birmingham. This paper led to the formation of The Aerial Propulsion Syndicate, Limited, whose object was to test the commercial possibilities of a propulsion apparatus to watercraft. The Syndicate, whose address is 30, Victoria Street, Westminster, London, without loss of time, produced an experimental plant which was publicly tested on the Surrey Canal, London, on December 17, 18 and 19 last. These trials, which took place before a crowd of persons interested in inland navigation in many parts of the world, proved very successful, and taught many valuable lessons. From the experimental plant one capable of immediate commercial application has been evolved, and an aerially-propelled tug has been specially constructed for the transportation of sugar cane on the shallow waterways of Demerara (British Guiana). This tug will, it is hoped, be the prototype of some 40 similar craft to be, within a few months, regularly employed on the canals of that colony.

Seaplane with Legs.

Experiments, the cost of which is stated to amount already to £20,000, have recently been made by a West of England aeroplane company with a novel kind of seaplane. This machine is fitted with a marine, in addition to an aerial, propeller. Beneath the boat-like body of the machine are four legs, to which are attached a number of small, fixed blades. The marine propeller drives the water against the blades on the legs with sufficient force to lift the body of the machine clear of the surface; at which point the aerial engine is brought into operation and the machine rises into the air. As a matter of fact, the seaplane has not yet got aloft, as the experiments have been confined to a low-powered marine engine, but it now appears feasible to fit the larger engine required. The advantage of this machine will be that it will enable the pilot to navigate his craft on the surface of the water when he is forced to descend through lack of petrol, engine failure, or other causes. The vessel will have to be constructed to withstand much buffeting. If this seaplane is successful it will probably form a type of huge, sea-going craft able to travel alongside the fleet or patrol our coasts like a destroyer. Such a machine would also be able to carry a ton or more of ammunition or fuel, and it would enable the lighter duties of aircraft and scouting from ships at sea to be performed by the float type of machine, rising from or alighting on the deck of a battleship.

For a good solid meal, a la Carte or Table d'Hôte, with Wines & Liquors of the Best, ALEXANDER & CO.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, TUESDAY JUNE 9, 1914

FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. A. Cochrane	Cruising
Atlas	Admiralty tug	710	2	900	Master W. West	Hongkong
Bravado	Gunboat	710	2	900	Lt.-Com. V. R. Brandon	Hongkong
Britomart	Gunboat	1,070	6	1,400	Lt.-Com. W. H. Darwell	Shanghai
Cadmus	British sloop	380	—	300	Master H. Smith	Hongkong
Cherub	Water tank and tug	500	—	7,550	Lt.-Com. H. T. England	Penang
Chelmer	T. B. Destroyer	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Weihaiwei
Olio	British sloop	10,850	10	20,500	Capt. H. W. Grant	Hongkong
Hampshire	1st class cruiser	—	—	—	Lt.-Com. G. A. Mallock	Yangtze
Jed	Torpedo boat destroyer	610	4	1,200	Lt.-Com. H. Marryatt	Hongkong
Kinsha	River gunboat	1,040	—	—	Lt.-Com. P. Eddam Whatham	Labuan
Kennett	Torpedo boat destroyer	1,040	—	—	Lt.-Com. O. J. B. Gibson	Weihaiwei
Merlin	Surveying ship	14,600	—	—	Capt. E. B. Kiddle	Hongkong
Minotaur	1st class cruiser	180	2	800	Lt.-Com. Alan Dixon	Weihaiwei
Moorhen	River gunboat	4,800	12	22,000	Capt. Frederick A. Powlett	Yangtze
Newcastle	2nd class cruiser	85	2	240	Lt.-Comdr. M. Murray	Weihaiwei
Nightingale	River gunboat	590	—	7,500	R. W. Wilkinson	West River
Ribble	Torpedo boat destroyer	590	2	240	Lt.-Comdr. Nash	Canton
Robin	River gunboat	85	2	1,400	Lt.-Comdr. Cronie	West River
Rosario	Depot ship for submarines	85	2	240	Lt.-Com. I. S. Hutton	Yangtze
Sandpiper	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Hongkong
Snipe	River gunboat	350	6	6,000	Gunner W. H. Ryder	Yangtze
Taku	Torpedo boat destroyer	180	2	800	Lt.-Com. Hon. Guy Stopford	Yangtze
Teal	River gunboat	710	2	900	Lt.-Com. H. R. N. Cotrell	Hongkong
Thistle	Gunboat	11,915	—	212,500	Capt. P. Streetfield	Hongkong
Triumph	Receiving Ship	590	—	7,500	Comdr. Anstruther	Weihaiwei
Jamar	Torpedo boat destroyer	355	6	6,300	Lt.-Com. H. D. Adair	Weihaiwei
Jisk	Torpedo boat destroyer	590	—	7,500	Com. Seymour	Weihaiwei
Virago	Torpedo boat destroyer	380	6	5,900	Lt.-Com. R. Neville	Yangtze
Wolland	Torpedo boat destroyer	195	2	1,800	Lt.-Comdr. J. C. Borrett	Yangtze
Whiting	Gunboat	160	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Widgeon	Gunboat	160	2	500	Lt.-Comdr. Lloyd	Hongkong
Woodcock	Gunboat	160	2	500	Lt.-Com. Pope	Hongkong
Woodlark	Gunboat	160	2	500	Lt.-Com. McGillivray	Hongkong
O. 36	—	—	—	—	Lt.-Com. J. Gaimies	West River
O. 37	—	—	—	—	Lt.-Com. Handley	Hongkong
O. 38	—	—	—	—	Lt.-Com. T. Barton	West River
T.B. 035	—	—	—	—	Lt.-Com. Nicol	Hongkong
T.B. 036	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong
T.B. 037	—	—	—	—	—	—
T.B. 038	—	—	—	—	—	—

Flagship of Admiral Jerram, K.C.B., C.V.O., C.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON NORTH CHINA AND JAPAN STATION.

French	German	Portuguese	United States Vessels
Dupleix ** Armoured cruiser Kléber Armoured cruiser Decade Gunboat Argus Gunboat Vigilante Gunboat Dondard de Lagree, Gunboat ** Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station	3,600 22 13,500 11,600 36 28,000 900 12 1,300 900 12 1,300 3,250 24 11,000 900 10 1,350 3,400 22 13,200 11,800 36 28,000 400 8 6,500 280 4 6,000 960 10 1,350 223 4 1,300 223 4 500 1,757 — — 700 — —	Capt. Vergos Capt. Gooris Lieut. Vandier Lieut. Dordet Lieut. de Jervillier Lieut. Collin Lieut. Dupuy Dutemps Lieut. Bolux Lieut. Guillaume-Louis Lieut. Aurillac Capt. de Frigate Rouisen Comdr. de Marquessac Com. Voisin Capt. Annibal de S. Dias Capt. Martins Capt. Luiz A. de Magalhães Correa M	Ensign G. Bractford Ensign J. R. Mann Ensign H. L. Rahel Daffer Ensign R. I. Wood Commander M. L. Bristol Lieut. R. A. Spruance Lieut. C. S. Keller Ensign W. L. Beck Lt. J. C. Gennings Com. J. V. Chase Lt. V. K. Colman Lt. E. Durr Lt. Com. V. S. Gannon Com. G. R. Marvell Lieut. V. R. Lowe Lt. Y. Rorschach Ensign P. J. Peyton Lt.-Com. C. W. ... Com. P. ... J. E. D. ... Com. ... Lt. G. W. ...

LAMMA ISLAND AFFAIR.

Fisherman and His Sons Charged.

At the Police Court, this morning, a junk master and his four sons were charged with causing the death of a fisherman at Lamma Island on June 3.

Inspector Gordon prosecuted and Mr. L. D'Almeida defended.

According to the statement of Inspector Gordon, the prisoners were employed in conveying stones to the breakwater at Yau-mati for which they had a permit from the Government. Amongst the places they went to for stone, was Lamma Island. There they went on the day in question and it appeared the villagers said the prisoners had no right to go there for stone and if they did so they would be reported. The villagers then climbed a promontory, 70 ft. above the sea level. The junk must have been within 150 yards off the shore for the shot fired from the boat to have reached the deceased and possibly his head would be the only visible part of him.

Whether the villagers threw stones at prisoners, he would not be able to prove, but apparently that was what took place. The old man shouted out to them, in a small boat to come back. When the small boat came back it was alleged that the old man discharged a gun and shot the deceased. The bullet that killed the deceased went through the man's hat, then through his skull and out through the hat again. The prisoners' junk then made for Stonecutters. Dr. McKenny said this wound he found on the deceased could have been inflicted by the shot nosed bullet produced.

By Mr. D'Almeida: It was quite possible for the wound to have been caused whilst the deceased was stooping so as to pick up something—say a stone or anything like that.

P. C. Delahanty said he found the body about six feet from the edge of the cliff. He took the body to the mortuary. This afternoon Sergeant Bond said he was on the police launch. He saw a small rowing boat making signals from the direction of Lamma Island. He saw the junk heading for Cape Ann and he came alongside at Gin Drinkers' Bay. The number of the junk was T15078. The five prisoners were on board. Witness had handed to him two rifles, four muskets and a number of cartridges. The junk was making the usual course from Lamma Island to Yau-mati and it was laden with stone.

The case was proceeding as we went to press.

HONGKONG GYMKHANA CLUB.

The Draft programme of the Third Meeting to be held July 11 is:—

1. 3.15 Gymkhana Stakes.
2. Once Round Flat Race Handicap B Class. For all China Ponies.
3. Tent Pegging.
4. Once Round Flat Race Handicap A Class. For all China Ponies.
5. Polo Pony Sourry.
6. Ladies Nomination. Bend-ing Race open to members of the Gymkhana Club and to Playing members of the Polo Club.
7. One and a quarter mile Handicap. For all China Ponies.

The Once Round Flat Handicap is for all China Ponies, and the ponies entered will be divided into A and B Classes by the Handicapper, as before.

Latest Advertisements.

Consignees' notices regarding the Duners, the Presson and the Tenyo Maru are issued.—Page 5.

SINGAPORE HARBOUR.

The New Wet Dock Opened.

The second, or perhaps the third stage in the reconstruction of the Singapore Harbour Works was signalled yesterday, says the *Singapore Free Press* of June 3, when for the first time vessels entered the twenty-four acre wet dock which is to largely facilitate the accommodation of vessels at Tanjong Pagar, particularly while the main wharf is under reconstruction.

The completion of the West Wharf has furnished ample accommodation of deep draught berth accommodation for mail and passenger steamers. The magnificent King's Dock at Keppel Harbour enables the Board to deal with the largest ships for dry docking purposes. The new Wet Dock is the first instalment of the works for dealing expeditiously with cargo and coal. These works, and the centralising of the shops at Keppel Harbour, are beginning to evolve order and efficiency out of what was want of capacity and a haphazard design. And if the capacious critic wonders how communication will be maintained between the West Wharf and the Main Wharf, the gap being the entrance to the West Dock, the answer is that their will deal with separate departments of trade, and there is no necessity for further communication (except for administrative purposes,) than the main road running to the north of the Wet Dock.

From this main road there enters a wide granite road to the head of the Wet Dock. A similar road extends the length of the row of new and airy sheds which are to accommodate cargo, and it was at the west end of this road, near the entrance to the Wet Dock, that interest was focussed (in camera and otherwise) yesterday morning, when the first big ship steamed in to thirty feet depth of water, where a short three years ago was a muddy swamp, but which is now a magnificent sheet of deep water, up to this morning "the beautiful blue lagoon."

The Valdura of Glasgow, Capt. McMorran, was the first ship to stir the placid waters of the Dock. It was rather a low tide, and a fairly strong wind made getting in less favourable than ordinarily it will be, but Capt. Farrell, the pilot, successfully brought in the Valdura, with flags flying. The vessel is 5,507 tons burthen, is 414 feet long and 28 ft. draught. She had on board 8,500 tons of Japanese coal, so that for length, depth and weight, she was a very fine test of getting into dock. With the aid of the tug Pilot the vessel made her way in, warped round to the east and was safely moored alongside the south quay. Immediately following her came in the Hukoto Maru, in charge of Capt. Thompson Robinson, pilot, which came in smartly and took up a berth ahead of the heavier vessel under her own steam. The two vessels got in and tied up in about half an hour, and imperturbable John Chinaman, unimpaired of a distinguished company, promptly ran his coaling gangway and prepared to set to work at once.

There was no ceremony, but His Excellency the Governor and the Lady Evelyn Young, the honourables R. J. Wilkinson and C. W. Darbishire, Messrs J. R. Nicholson, C.M.G., (whose recent illness did not deter him from being at this interesting function), Mr. S. A. Lane, Messrs Agnew, Hensling Blair, Pahnke and others connected with shipping, Henry, Forde, and engineering experts witnessed the coming in of the ships, which was, as has been said, safely accomplished under the superintendence of Mr. W. O. King and his staff.

TELEGRAMS.

[The following telegrams arrived too late for insertion on Page 1.]

FRENCH CABINET.

THE NEW MEN.

[Reuter's Service To "The Telegraph".]

London, Received June 9. It is understood that M. Ribot has secured the co-operation of M. Bourgeois as Minister for Foreign Affairs and of M. Delcasse as Minister of Marine.

MEXICAN AFFAIRS.

JAPANESE OFFICIALS MISSING.

London, Received June 9. The *Daily Telegraph's* Mexico City correspondent states that the Japanese Minister and Attache, who were returning from a visit to the cruiser Izumo at Mazatlan, are missing. It is feared that they have been captured by the Revolutionists at Sayula, where the railway is broken. The Mexican Government has made every effort to find them, and has sent troops from Guadalupe Jara, reinforced by a flying column from the capital, but nothing has been heard of them.

DEVELOPING SZECHUAN.

A BRITISH CONCESSION.

London, Received June 9. Reuter's Agency states that arrangements are being concluded between the Eastern Frontier Company and two important British houses whereby the resources of Szechuan will be developed with British capital. The group will have the exclusive right of working, in conjunction with the Chinese, the vast oil, mineral and industrial resources of Szechuan.

THE SUFFRAGISTS.

NOT ALARMED.

London, Received June 9. The militant suffragists profess not to be alarmed at the Government's threatened action against the funds of their Union.

They declare that many of their subscribers are connected with members of the Cabinet and that others have most influential relatives. They assert that the talk of action has given impetus to a Self Denial Fund.

Taking no Risks. Although the guests at tonight's State ball belong to the loyal circle, the most elaborate precautions are being taken against suffragist disturbances. There will be a cordon of police outside and detectives inside, while there will be four inspections of tickets.

Sacrilege. Suffragists have desecrated a churchyard at Rayne in Essex, chipping marble tombstones, and damaged a wall of a church, the wife of the Vicar of which had refused to attend a suffragist meeting.

Guard of Honour. A guard of honour consisting of 1 British Officer (Captain), 2 Indian Officers and 100 rank and file, with regimental colour and band, will be furnished by 8th Rajputs on the occasion of the official landing of His Excellency the Governor of Macao, tomorrow (Wednesday). The guard will be drawn up at Blake Pier by 9.50 a.m. A salute of 17 guns will be fired from the shore battery as His Excellency lands.

THE CHIT SYSTEM.

Some Reflections on a Baneful Practice.

(SPECIAL ARTICLE).

"In this chit-ridden city," said a visitor in my hearing the other day, "a man with two hundred dollars of straight-forward ready cash would create a financial panic." The case is not quite so bad as that, it is true, but there was a deal of sound sense in the exaggeration. I quote the same gentleman again: "Why, I have seen a sailor come into a bar about the end of the month with a ten dollar bill, and, when he dragged it out, he created a sensation." I do not know about the sensation, but it is solid fact that the average man would be hard put to it to find ten dollars ready cash about the end of the month. That is not to say that he is without some portion of this world's wealth. On the contrary he has probably a balance at the bank. But it is fairly safe to say that, but for the facility with which chits can be signed, his balance at the bank would have been bigger. In many cases it might be said of him that his indebtedness to others would have been less.

Mounting Up. The Scots have a saying that "bit by bit's the better horse," though big by big's the baulder, but that cannot be applied to chits and the signing of them. It is the bit-by-bitness of the youngster's career in signing chits that proves his undoing in the Far East. He begins quietly, signing chits merely because it is pleasant to be trusted to a considerable extent by smiling merchants and others. He means to keep them down, of course, but somehow they have a way of mounting up that startles the recipient at the end of the month. If there is a man in Hongkong who can tell, within reasonable measure, what his chits amount to before the bills are presented, then he is either signing so few chits that he should quit the practice altogether or he is the newest wonder in the world.

Steady Customer Pays. It is doubtful whether, at bottom, either the signer of chits or the man who accepts really approves of the practice. I have spoken to more than one receiver of chits (may one call them?) on the matter and they all say very much the same thing. They would quit the practice certainly but (a shrug of the shoulders) not until others do so. It would not pay them else. So there the matter stands. Unless a concerted effort is made the chit system will remain with us, the bane and the ruin of goodness knows how many hopeful youngsters who come from home. And the worst of the matter is that the customer who pays at the end of the month has really the worst end of the stick as matters stand. Regard it how you may, he actually pays in the ultimate end for the non-payments of chit-signers. The defaulters may be few, relative to the number of people who indulge in the practice; nevertheless, the steady payer has to stand most of the burden of losses on this score, be they large or small. O, no score is the chit system defensible, and it would be a good thing for the Colony if it could be rooted out. It could be, with a strong effort, but will it be? For one, gravely doubt whether it will for many years to come. It is too deeply rooted for one thing and, for another, while you and I admit that it is bad we shall, tomorrow or the next day, if something catches our eye and we have only fifty cents in our pocket, sign a chit with the most cheerful indifference to the future. Why deny the truth? We, the people of Hongkong, have not plucked enough to uproot the system. That is what it amounts to.

Notice

VICTORIA THEATRE.

"FATOMAS"

BIJOU SCENIC THEATRE.

Great Capture of Plotters.

Judge's Death.

Sugar Duty.

Thefts by Artist's Model.
At London Sessions Mary Marjorie MacDonald, 28, was sentenced for stealing jewelry from various West-end hotels and clubs. It was said that the prisoner had influential friends who did not know of her habits. For the prisoner it was pleaded that she had been left an orphan at 14, and when 21 was left a legacy of £1,100 but had lost her money and had been engaged as an artist's model. She was very eccentric. Mr. Wallace, K.C., said the prisoner would be bound over for 12 months on condition that she entered and stayed in a home for that period, the alternative being 12 months' imprisonment.

Dr. Dugald Christie has from time to time made public some of his experiences in Manchuria; he now gives in a connected form a survey of his life's work, to the present time, though he disclaims for it the title of either history or autobiography. It only attempts, he says, to deal with personal impressions, and to give "a picture of life amid the Changes less East of the olden days, and amid the rapid march of events which have brought us to the Changed East of to-day." Such a picture, drawn by a well-known and temperate observer, of conditions with which he is intimately familiar could not fail to be worth reading. Travellers in China are often warned by European residents against accepting too unquestioning a spirit their views and statements of missionaries and it is impossible to dismiss the warning as altogether uncalled for. But there are missionaries and missionaries and Dr. Christie is of the kind that is worth listening to. The author never forgets the religious basis of his work or abandons the religious point of view, but intolerance is markedly absent and his general attitude is that of a man of good sense and much practical experience.

year he settled in its capital Mukden, where, except for one or two periods of temporary exile caused by war and the Boxer disturbances, he has lived ever since. When he first arrived he was the only doctor among a handful of foreign residents. He had to make up his own prescriptions and administer chloroform and operate single-handedly among a credulous and suspicious population ready to place the most sinister misconstructions upon everything he did. People who accepted the piercing of their eyes with needles as a remedy for blindness, and insisted on the careful preservation and return of amputated limbs so that they might ultimately be buried in the coffins of their

and been set on foot with the warm approval and substantial assistance of the Chinese authorities, when Manchuria was suddenly invaded, in the winter of 1910-11, by the pneumonic plague, a visitation so deadly that it left behind it a record of 43,942 cases and 45,942 deaths. Just at this time the Mukden mission received a brilliant young recruit, Arthur Framo Jackson, a Cambridge graduate in arts and medicine, who hoped to become one of the teachers in the new college. He volunteered for the dangerous work of meetings and as far as possible controlling the cases of plague imported at the Chinese railway station. He fell a victim to his heroism. After little more than a week he caught the deadly infection. His character and self-sacrifice made a great impression on the Chinese, whose grief at his death was sincere and deep. The Viceroy of Mukden, an official of Mongol race, classed his reactionary, sent Dr. Christie a letter of heartfelt sympathy for transmission to Dr. Jackson's mother together with a sum of 10,000 dollars "for the use of the family." Mrs. Jackson immediately gave the money to the Mukden Medical College, in order that a part of the building might form a memorial to her son. "What mother!" exclaimed the Viceroy on hearing of this act "and what a son!" Profoundly moved, he added 4,000 dollars personally to the gift, to make the building a really worthy memorial, besides contributing 5,000 dollars more towards the endowment of a memorial chair. Dr. Jackson's age was 28 when he died, and he had been just 10 weeks in China.

We have dwelt on the medical side of the work because it was in this that the author's success, and also his intimate acquaintance with the people and the country, was largely founded; but the book is by no means wholly, or even mainly, medical. It is rich, among other things, in recollections of the China Japanese and Russo-Japanese wars and the terrible Boxer troubles. The latter brought bitter persecution upon the native Christians, many of whom suffered martyrdom for their faith with the utmost fortitude. Dr. Christie bears strong testimony to the soundness of the policy adopted in Manchuria of fostering a spirit of independence among the Chinese converts and their Churches. *Times.*

Sleep and Dreams

portant officials, and afterwards of the community as a whole, was won by patience and sheer good work; so that to-day the medical institutions of Mukden offer which Dr. Christie presides include not only separate hospitals for men and women, with a dispensary receiving as many as 15,000 visits in the year, but a medical college, a fine modern building, in which a five-year course of professional training is given to promising Chinese students, who are taken through all the ordinary medical subjects of our home universities. The building of this college is a remarkable story. The project



OLD ENGLISH CURVE CUT.
IS A DISTINCTIVE OLD ARISTOCRAT AMONG
PIPE TOBACCOS.
The aluminium curved tin fits the pocket perfectly.

NOTICE

To Sail

Hongkong June 4th, 1914.

HONGKONG NEW YORK.



SHEWAN TOMES & Co
General Agents.

BOSTON & NEW YORK.
For freight and further parti-

The Bank Line Ltd.,
Agents.
Hongkong, 26th May, 1914.

Schooner Wrecked.

The auxiliary sailing schooner Siren, owned by L. P. Figue and registered at Cebu, is wrecked on one of the southern islands, according to a report that has reached Manila. No report however, has been received by the customs authorities. The Siren was once a powerful schooner, although it is claimed her activities were many and varied.

Naval Gunnery.

The details of the heavy gunlayers' tests show that only two ships of the China Squadron fired the test last year. The Newcastle fired the course and made the finer score of 108.33, which left her in the position of being the fifth best shooting ship in the entire British Fleet. The best shot with the 6-in. gun was Sergeant Lapworth, Royal Marine Light Infantry, who scored three hits out of six rounds, and with the 4-in. gun Petty Officer Allen made the good score of five hits out of six rounds. The Hampshire was partially fired, using less than 75 per cent. of her guns, and made a score of 88.88. In the eight quick-firing gunlayers' tests the China Squadron again came out on the top with the Flora first, with 192.55; Minotaur, second, 146.25; Marmouth, third, 125.45; Hampshire, fourth, 119.00.

Craigieburn.

Bennett H S	Hollingsworth Mr
Bevington F	& Mrs A H
Brown C B	McCaig, J
Caldwell, M	Ram T
Caldwell, Miss	Robinson Geo A
Carpenter, Mr	and Smith, E. G.
Miss	Smith Mr & Mrs J
Cornell W A	Grant
Galbraith V	Smith Morton
Hall R F	Wilson Mr and Mrs
Harbord W F	

Grand Hotel

Allen	Owen
Baberg	Roller
Beck	Scott
Brown	Stall
Crew Mr & Mrs.	Weissenborn
Flommg Mr & Mrs	Weltz
Fuster Mr & Mrs	Wetherell Capt
Hofstetter	Wilson Dr
Keyt Dr	Wilken Mr & Mrs
Kuhn	Watson
Knapton	Weisman
Luckins	Wolf
Laugham Mr & Mrs	

King Edward Hotel.

Adams J C	Hall Mr P C
Arnold J	Hargreaves Mr J E
Bidwell Mr & Mrs	Haydon Mr H O
Breger Dr	Hotel Mr O
Budge W	James Mr E
Burtis Mrs H	Joseph Mr J L
Clegg Mr H	Korvald Mr W
Cooks Mr A H	Kraft Mr & Mrs W
Cox Mr F W	D
Deane Dr A. H.	Lauritsen Mr & Mrs
Donaldson M. W. A.	C
Dorland Dr	Lippert Dr
Duffy Mr M	Malcomson Capt
Evers Mr E. W.	Mrs
Foy Mr	Matley C F
Gardner Capt & Mrs	Massey Miss
Gibson Mr	Miller Mrs F A
Gleason Mrs S	Murphy B
Grike Mrs S	Nobis P
Glass Dr	Oudenhoren W
Hager Mr A R	

Carlton Hotel

Ashby	Mora W
Baby Miss L	Murrell C
Dallantine Mr and	Murrell Mr & Mrs
Miss BA	Nay Mr & Mrs RO
James C	Paul S
Dutton A	Remonides A F
Cheng So Mr & Mrs	Riggs A
Trouble Lt Geo	Russell A
Pennic R	Saw R E
Kedder W J	Serra B
Usher O W	Swoll G H
Wilbert E J	Stevens Mr & Mrs
Gregory T M	Tall Mrs
Grady A J	Tobias Mr and Mrs
Christophelham Chas	Vincent A O
Llewellyn H D	Walker Mr and Mrs
Johnson Mr C	" "
" "	W
" "	Watling Mr & Mrs
" "	W O
" "	Whitley A R
" "	Wilson D C
Marlin AP	" "

100

Commercial.

Home Freights.

Although business yesterday, says the Times of May 13, was still very moderate in volume, the better tendency previously noted in one or two homeward markets was more in evidence, and in addition the increased inquiry was accompanied by higher rates. For account of the Black Sea district the interest shown became more general and included all positions up to May, old style cancelling, say June 12, and with a preference for the prompter position for which South Russia has fixed at the sharply enhanced figure of 7s. 3d. Rotterdam with no reduction barley, and the Azoff on the basis of 7s. 9d. Rotterdam, with 3d. less barley. Rumania also came into line, as Sulina is quoting several orders on the basis of 6s. 9d., but so far has not been able to do business owing to the stronger counter-attractions of South Russia and to the fact that seeking tonnage is in short supply.

India was fairly steady and is likely to improve further, but so far business has been strictly limited by the reserve of owners. At the same time Karachi merchants fixed for end May loading at 12s. net terms, and on d.w. basis, Bombay indicated 13s. 6d. to 14s. for July to the end of the year. Australia was quiet for wheat at about 21s. 6d., but for mineral cargo from Port Pirie to Antwerp some forward booking was done on the basis of 20s. 6d. July-August, while 20s. can be obtained for August.

The Plate remained inanimate, reports being to the effect that further rain has fallen, and merchants are now more concerned to cancel than charter. The consequence is that boats so released have been diverted north, and several fixtures were closed by Montreal at the reduced figure of 1s. 10d. for grain to Avonmouth or Rotterdam. Few inquiries were put forward by the States, and for lumber from the Gulf to the Lower Plate ports the comparatively low rate of 10s. 6d. per standard was accepted.

Outward coal tonnage met with decidedly more attention, and in all trades a slight premium was secured for early loading, the Tyne having fixed for Kronstadt at up to 5s., while Cardiff has paid up to 13s. for Buenos Aires.

White Star Line.
The annual report of the Oceanic Steam Navigation Company (White Star Line) states that the profit for 1913 amounted to £1,082,227, to which must be added interest on investments and transfer fees amounting to £39,041, making a total of £1,121,268. After deducting debenture and general interest, &c., and writing off £437,168 for depreciation, there remains a balance of £517,654, to which is added £60,516 brought forward. During the year dividends amounting to £487,500 were paid, leaving £90,870 to be carried forward. There have been purchased and redeemed during 1913 Debentures to the value of £126,700. The passenger business in the North Atlantic service resulted in an increase over the previous year, while freights, which unfortunately have since declined, proved quite remunerative. The outlook for this year in emigration is distinctly unfavourable, and a material diminution in income is to be looked for, whilst the increase in expenditure, owing to a general advance in wages, coal, and supplies, in addition to the heavy cost of repairs and upkeep, is bound in the future to seriously affect voyage results. The North Atlantic passenger situation has been somewhat disturbed owing to a dispute between two of the lines interested, which subsequently brought about a termination of the agreement. This dispute is in course of being adjusted, and it is hoped that a general settlement will be reached and that the various lines will continue to work together in harmony for the benefit of all concerned.

Home Markets.
The following reports are from the Times of May 13:
Cotton.
Liverpool, May 12.—A further widening of the difference between the lower and the higher

grades of cotton and the fact that spinners have bought sufficient of late to meet current requirements caused a falling off in the demand on the spot market. A fair business was done in American at irregular prices, quotations being advanced 3 to 7 points, Middling, 7.37d., and Brazilian had a fair sale at a rise of 3 points, but only a small business was done in Egyptian at unchanged rates, and Surats were dull. The market for American futures has been more active with a firmer tone. Prices opened about 1 point lower and steady, the bearish cables and favourable weather reports from the other side being ignored owing to the increasing strength of the local statistical position, and with continued absorption of old crop months by prominent interests values showed a hardening tendency during the forenoon. In the afternoon activity increased, the buying on local and foreign account being stimulated by reports of unfavourable weather in the South-West. Free calling by spinners, who also bought considerable lines of futures, assisted the advance, the market closing steady at a rise of 4 to 5 points for this crop and 2 1/2 to 3 for next. Egyptian futures ruled quiet but steady and closed 1 to 2 points higher. May, 9.11d.; June, 9.14d.; July, 9.21d.; August, 9.29d.; September, 9.31d.; October, 9.31d.; November, 9.36d.; December, 9.39d.; January, 9.41d.; and March, 9.46d. The sales were estimated at 8,000 bales, including 500 on speculation and for export.

Manchester, May 12.—The market continues quiet. Yesterday's rather free inquiry for dhooties has not resulted in sales worth mentioning. A few small lots are being purchased for early delivery where sellers are not too exacting in their terms. Grey shirtings for Calcutta are in moderate demand, but the quantity going through is not encouraging. As to other cloths, makers complain of a languid business. Buyers' requirements are small and the prices offered are poor. Spinners and manufacturers' quotations are generally firm in spite of the unsatisfactory turnover, but profits are the exception, not the rule.

Copper.
London, May 12.—Transactions were on a moderate scale, but the tone was distinctly firmer, chiefly under the influence of stronger American share news, which tended to stimulate bear covering. Values opened rather better at £83 7s. 6d. for July dates, which rose to £83 12s. 6d. three months, advancing to £83 15s., and cash warrants to £83 3s. 9d. The first session closed steady at a net advance of 7s. 6d. The afternoon ruled quiet, but the market kept pretty firm on covering inquiries, and values closed at 8s. 9d. to 10s. rise at £83 5s. cash and £83 15s. three months. Total sales, 800 tons. Settlement price, £83 5s. Electrolytic, £85 10s.

Public Companies
INDO CHINA STEAM NAVIGATION CO., LTD.
THE Transfer Books of the Company will be closed from 8th instant to 29th inst., both days inclusive.
JARDINE, MATHESON & CO., LTD.
General Managers.

Notices
Dr. C. L. CHOW.
DENTAL Surgeon
No. 80, Queen's Road
Central, Hongkong.

MARTIN'S
APIOL & STEEL
PILLS
A French remedy for all rheumatic affections. It is the only medicine that cures the disease in its early stages. It is the only medicine that is safe for the most delicate constitutions. It is the only medicine that is pleasant to take. It is the only medicine that is effective. It is the only medicine that is cheap. It is the only medicine that is reliable. It is the only medicine that is famous. It is the only medicine that is sold everywhere. It is the only medicine that is recommended by all the best authorities. It is the only medicine that is the only medicine.

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Notice

NOTICE

REDUCTION IN PRICE OF GAS.

THE Hongkong and China Gas Company Ltd. begs to inform the public that on and from the 1st July next the price of Gas for all purposes—lighting, heating, cooking or power—WILL BE REDUCED TO \$2.00 per 1,000 cubic feet.

All discounts will be withdrawn from same date.
By order of the Directors,
GEORGE CURRY,
Local Secretary,
Hongkong, 21st May, 1914.

NOTICE

NOTICE is hereby given that the business and goodwill of the Firm of Arthur Nilsson & Company carried on by Wei A. Yuk at York Building, Chater Road, Hongkong under the style or firm name of "Arthur Nilsson & Company" has this day been acquired by A.B. THE SWEDISH TRADING COMPANY in China (Limited), a Company duly registered in Stockholm in accordance with the requirements of the laws of the Kingdom of Sweden. Dated this 23rd day of May 1914.

A.B. THE SWEDISH TRADING CO. IN CHINA (LTD.)
A. NILSSON,
Managing Director.

NOTICE

We have this day removed our office from Queen's Building to York Building (Top Floor), Chater Road.

A.B. THE SWEDISH TRADING CO. IN CHINA (LTD.)
(Incorporated in Sweden)
A. NILSSON,
Managing Director.
Hongkong, May 23rd, 1914.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

EUROPEAN AGENCY.

WHOLESALE buying agencies undertaken for all British and Continental goods, including—
Books and Stationery,
Boots, Shoes and Leather,
Chemicals and Druggists' Sundries
China Earthenware and Glassware,
Cycles, Motor Cars and Accessories,
Drapery, Millinery and Piece Goods,
Fancy Goods and Perfumery,
Hardware, Machinery and Metals,
Jewellery, Plate and Watches,
Photographic and Optical Goods,
Provisions and Oilmen's Stores, etc., etc.

Commission 2 1/2 to 5%.
Trade Discounts allowed.
Special Quotations on Demand.
Sample Cases from £10 upwards.
Consignments of Produce sold on Account.

WILLIAM WILSON & SONS
(Established 1810)
25, ABchurch Lane LONDON E.C.
Cable Address: "Annulire" London.

Notices
MAN LOONG.
FIRST-CLASS PRESERVES, GINGER AND SOY MANUFACTURERS.
Factory at Yau Ma Tei
OFFICE, No. 36, Des Voeux Road, W.
Telephone No. 177 & 12.
We are the leading Manufacturers in this class of Goods. Our Fruit & Ginger are all fresh and of the first pick. Our Syrup is prepared from the best quality of Sugar. We give our special attention to our business and sanitary arrangements.

WING KEE & CO.
47-49, Connaught Rd.
SHIP CHANDLERS
PROVISION & COAL
MERCHANTS
Hongkong, 3rd October, 1913.

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Banks

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York
London Office: 55, Bishopsgate, E.C.

BRANCHES:—

Bombay
Calcutta
Canton
Cebu
Colon
Hankow
Hongkong
Kobe
Manila
Peking
San Francisco
Shanghai
Yokohama
Capital and Surplus: \$2,000,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4 1/2 per cent, or for shorter periods, at rates, which may be ascertained on application.
LETTERS OF CREDIT, ISSUED.
MAILS AND TELEGRAPHIC REMITTANCES made.
LETTERS OF CREDIT AND DRAFTS issued on all the principal cities in the world.
THE BANK'S CIRCULAR LETTERS OF CREDIT are negotiable in all parts of the world.
PURCHASE AND SALE of Stocks and Shares effected.
TRAVELLERS' CHECKS sold and cashed.
KORGO MOGO,
Manager.

Queen's Road, Hongkong
Hongkong, 1st Nov. 1912

THE YOKOHAMA SPECIE BANK LIMITED.
Established 1880.
Authorized Capital Yen 48,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 18,900,000

Head Office.—YOKOHAMA.
Branches:—
Amoy, Canton, Hankow, Harbin, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Singapore, Tientsin, Yokohama.

EISHI ONO, Manager.
Hongkong, 6th April, 1913. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
Incorporated by Royal Charter 1853.
HEAD OFFICE.—LONDON.
Paid-up Capital £1,200,000
Reserve Fund " £1,800,000
Reserve Liability of Proprietors " £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.
Hongkong, 11th April, 1912. [2]

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.
(Capital Paid up £1,250,000.)
Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)
The Office of TRUSTEE, EXECUTOR OF WILL, ATTORNEY, &c., Undertaken and Executed by **SHEWAN, TOMES & CO.** General Managers.
Hongkong, 19th March, 1908

PEAK TRAMWAY CO. LIMITED.
TICKET TABLE.
WEEK DAYS.
7.00 A.M. to 8.00 A.M. Every 15 Min.
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AUSTRALIA'S NATIONAL SONG.

A Competition and Some Verses.

During recent months it has literally rained national songs throughout the Commonwealth of Australia, says *Faulding's Adelaide Journal*. This deluge, resulting in flooded streams, plus a storm of adverse criticism, has well-nigh overwhelmed us. Possibly Emerson was right in his dictum that "all men are poets at heart." This fact, if it be one, would at least account for the critical outburst, to say nothing of the numerous attempts to carry off the coveted prize of £100, which Messrs. Farmer and Co., offered through the Musical Association of New South Wales for the "best Australian National Anthem."

Something more, however, than a sordid consideration probably inspired most of the 722 competitors who sent in verses of varying degrees of merit. The honour attached to success would be a sufficient motive to the majority, although the monetary reward was not to be despised. It cannot be said that the result of the competition has proved altogether satisfactory, since the winning poem has evoked no enthusiasm.

What the Critics Say.

Most of the criticism is unfavourable, and even allowing that the bulk of this has emanated from disappointed aspirants, there has been scarcely any unqualified approval. Perhaps the almost universal exception taken to the advertised term "demeane" expresses the soundest note of criticism yet struck. It is true that an alternative is offered, but "demean" is if anything open to objection more than its equivalent. It is too suggestive of associations, and these not of the highest order, in the State particularly where the competition originated. Critics also mercilessly dissect the grammar of the successful composition, and further deny to it the merit of felicitous phrase.

Some of the most serious criticism comes from the musical profession, prominent members of which affirm that the prize poem utterly fails to inspire. Before, however, this verdict can be accepted as final, the result of the competition now taking place for the best musical setting must be awaited.

Interesting Conditions. That the adjudicators arrived at their decision in the recent competition fearlessly and conscientiously must be conceded. In so doing they had regard not only to the literary merit of the compositions presented, but to the following considerations:—

The words must be suitable for music; not only for music, but for the music of a song; and, moreover, since they are intended for popular use, of a song of somewhat marked melody.

To be truly national the song should not be ephemeral, sectional, or undignified in tone. The youth of the country is passing, its exemption from war may not last, its recent arrangements for self-defence will soon be old, and such matters should not be insisted on. The references and illustrations should not be exclusively furnished from one district or State, the colouring should not be exclusively urban or rural, the sentiments should not be distinctive of one class or party. Boastfulness and bragging, prophecies of pre-eminence, and invidious comparisons with other countries should be avoided.

In awarding the prize to Mr. Arthur H. Adams the adjudicators were limited by the foregoing restrictions. Disappointed competitors, therefore, and critics of all kinds should, in justice to these gentlemen, remember this simple fact.

Faulty National Anthems. Many will concur with the following remarks, which appeared in the *Melbourne Argus* on the subject: All national anthems have their faults. "God Save the King" bristles with them—rhythmic faults, such as rhyming "o'er us" with "glorious"—but it inspires the singer; it communicates enthusiasm from its author. "The Star-spangled Banner" is the same; and it has almost

CHURCH TIMES REGRETS.

An extraordinary paragraph appears in the *Church Times* apropos of the King's visit to the Lays School, Cambridge. It runs thus:—

"All loyal inhabitants of Cambridge were glad to welcome his Majesty when he entered the town yesterday morning, but those who are loyal to Church as well as King have allowed themselves to feel a regret that the School thus honoured by the Chief Layman of the Church in this country is not in communion with the Church. The Lays School is an admirable institution to which we wish all possible success. It deserves the supreme distinction of a Royal visit in every point but one."

What amazes us, says the *Westminster*, is that this should be written, and that, being written, it should be printed. For what does it mean? What it amounts to is that Wesleyans are second-class citizens not entitled to any Royal recognition of their schools, however admirable. Since there are these Wesleyans, let them be educated, but the King is the property of the Church of England, and he really ought not to honour a Wesleyan school. That is the argument; what is so remarkable is that it should find expression at this time of day.

susperseeded "Hail, Columbia!" which is sixteen years older. "The Star-spangled Banner," indeed, is a notable triumph, inasmuch as it survives despite the fact that it is extremely difficult to sing on account of its great compass. It may be said that "God Save the King" owes something to its tune, and doubtless this is true; but "My Country, 'tis of Thee," a national song written for the United States is set to the same music, yet it has been superseded.

It does seem necessary to have rousing music for a national song, but it must be a "music married to immortal verse." Probably public competition will never produce either the marriageable music or the immortal verse suitable for a national song. Such things are not properly the subjects of competition. Competitions are well enough for postage stamp designs; but in a sense a national song transcends in importance even a capital site.

Some Day. Some day, unobtrusively, a poet will write, without hope of reward, a song worthy to be called the Australian National Song; perhaps it will be posthumously hidden away in a drawer. Meanwhile the best national anthem yet essayed for Australia is Branton Stephens' beginning:—

"Maker of Earth and Sea,
What shall we render thee?
All ours is thine!"

God's demeane, Australia!

Here are the verses by Mr. Arthur H. Adams (Editor of the "Lone Hand") which won the £100 prize:—

"Vast the heritage we hold,
League on endless league
unrolled,
Splashed with sun and wattle-gold,
Great our opportunity,
Greater must our courage be;
For our race we hold in fee
God's demeane, Australia,
"Sons of those who won the sea,
Of Imperial blood are we;
Ours the country of the free—
God's demeane Australia;
Freedom for our onward stride!
Wide our continent and wide
Are the faiths and hopes that guide
God's demeane, Australia."

Though begirt with guardian seas,
Not in careless, slothful ease
Shall we shield thy liberties,
God's demeane, Australia!
Loyal ecions of our race,
Ready chance and change to face,
We shall die, but ne'er disgrace
God's demeane, Australia!"

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A RUPEE

POST OFFICE.

Two Boxes of Parcels from Port Said to Hongkong have been overruled by the S.S. Salsotti to Bombay. Due notice of the receipt here will be issued.

The Kanchow, with the London Mail (via Siberia) of Tuesday 19th and Wednesday 20th ult., is due to arrive here tomorrow.

The Derflinger with the German Mail (via Siberia) on Friday the 5th inst., at 7 a.m. and is expected here tomorrow.

The Nippon M. with the American Mail (via Siberia) and with the Mail from London (via Siberia) of Saturday the 23rd ult., is due to arrive here on Thursday the 11th inst.

MAILS DUE.

Siberian, Kanchow, 10th inst.
German, Derflinger, 10th inst.
American & Siberian, Nippon Maru, 11th inst.

MAILS VIA SIBERIA.

Left London May 22
May 23
Due Shanghai June 6
June 8

MAILS CLOSE TO-DAY

Straits, Ceylon, India via Bombay—Per KAMAKURA M., 9th June, 5 p.m.

TO-MORROW.

Hoihow, Pakhoi & Haiphong—Per KATHE, 10th June, 8 a.m.
Hoihow, Haiphong & Pakhoi—Per KATHE, 10th June, 8 a.m.
Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples—Per LUDWIG, 10th inst., 9 a.m.
Straits & Ceylon—Per NOVARA, 10th inst., 9 a.m.

Swatow and Bangkok—Per PETOHA-BURI, 10th inst., 10 a.m.
Swatow, Amoy, Fuzhou via Takao and Amoy—Per SOOHU MARU, 10th inst., 10 a.m.

Shanghai, N. China & Japan via Kobe—Per FRESSEN, 10th inst., 10 a.m.

Shanghai, North China, Japan, via Nagasaki, United States, South America and Canada via Vancouver—Per EMPRESS OF ASIA, 10th June, 10:30 a.m.

Japan via Kobe—Per TITLATA, 10th inst., 3 p.m.

Shanghai, North China & Japan via Nagasaki (Europe via Siberia)—Per DERFLINGER, 10th inst., 5 p.m.

To make connection with the Daimyo steamer leaving Shanghai on Monday the 15th June, at 5 p.m.

Shanghai & North China—Per ZANG, 10th inst., 5 p.m.

THURSDAY, 11th June.

Philippine Islands—Per ZAFIRO, 11th June, 8 p.m.

Japan via Moji, Victoria and Tacoma—Per SEATTLE MARU, 11th June, 11 a.m.

Hoihow, Haiphong & Pakhoi—Per HONGKONG, 11th June, 11 a.m.

Straits, India via Calcutta—Per DUNE, 11th June, 5 p.m.

Shanghai & N. China—Per ANHUI, 11th inst., 5 p.m.

Shanghai & N. China—Per LOKSANG, 11th June, 5 p.m.

Japan via Moji—Per HOPSANG, 11th inst., 5 p.m.

FRIDAY, 12th June.

Jessellton, Kukat & Sandakan—Per BORNEO, 12th June, 8 a.m.

Swatow, Amoy and Fuzhou—Per HAIYANG, 12th June, 10 a.m.

Koror, Yap, Ulithi, Saipan, Truk, Ponape, Kusaie, Jaluit, Nauru, Rabaul & Sydney—Per GERMANIA, 12th inst., 11 a.m.

Philippine Is., Angaur, Yap, Fried, Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Samarai, Australia, Kamania, New Zealand, Brisbane—Per COLEMAN, 12th June, 2 p.m.

Wei-Hai-Wei & Tientsin—Per CHIP-SHING, 12th inst., 5 p.m.

SATURDAY, 13th June.

Straits—Per ONSANG, 13th inst., 1 p.m.

Philippine Is.—Per YUENSANG, 13th inst., 1 p.m.

Shanghai and North China (Europe via Siberia)—Per KANCHOW, 13th inst., 5 p.m.

To make connection with the Taitung Train leaving Shanghai on Thursday, the 18th inst., at 8 p.m.

SUNDAY, 14th June.

Swatow—Per HAIMUN, 14th June, 9 a.m.

Swatow, Amoy, Fuzhou via Tamsui—Per DAIGIMARU, 14th inst., 9 a.m.

Tuesday, 16th June.

Swatow, Amoy and Fuzhou—Per HAI-CHING, 16th June, 10 a.m.

Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon). Extra Portage 10 cents. Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.—Per POLYNESEAN, 16th June, 11 a.m.

Swatow—Per OHINUA, 16th June, 3 p.m.

Formosa via Keelung, Shai, N. China & Japan via Moji, Victoria B.C., Seattle, Wash.—Per YOKOHAMA M., 16th inst., 5 p.m.

Shanghai & North China—Per LIANG-HONG, 16th June, 11 a.m.

SHIPPING NEWS.

ARRIVED.

Agapenor, Br. 7555, R. A. Tillotson, 9th inst.—Fuzhou, 7th inst. Gen. B. & S.

Hoihow, Br. 886, J. A. McCulloch, 9th inst.—Cebu, 4th inst. Ballast—B. & S.

Kamakura Maru, Jap. s.s. 3,798, S. Nishimura, 8th inst.—Kobe, 1st inst. Gen.—N. Y. K.

Novara, Br. s.s. 4,219, Hetherington, 8th inst.—Yokohama, 26th ult. Gen.—P. & O. S. N. Co.

Onsang, Br. s.s. 1,738, M. Picknell, 9th inst.—Singapore, 2nd inst. Gen.—J. M. & Co.

Preussen, Ger. s.s. H. Lubke, 9th inst.—Singapore, Gen.—H. A. L.

Tenyo Maru, Jap. s.s. 13,454, Ernest Bent, 9th inst.—San Francisco, 9th ult. Gen.—T. K. K.

DEPARTED.

June 8.

Hoi Wing for Malacca—A. Apar for Moji via Shanghai.

Wooning for Shanghai via Swatow. Leaves for Saigon.

Hanoi for Haiphong.

Heijun for Canton.

S. Rickmers for Hamburg via Manila.

Feichang for Canton.

Wooning for Shanghai via Swatow.

Lozang for Canton.

Taiyo Maru for Dairen.

Chipsing for Canton.

CLEARANCES AT THE HARBOUR OFFICE.

June 9.

Annam for Bangkok.

Tea for Moji via Manila.

Wooning for Shanghai via Swatow.

Katso for Haiphong via Hoihow.

Henchang for Tientsin via Shanghai.

Novara for London via Singapore.

Preussen for Yokohama.

Haitan for Fuzhou via Swatow.

E. of Asia for Vancouver via Shanghai.

Wooning for London via Singapore.

Chipsing for Kwong Chow Wan.

PASSENGERS ARRIVED.

Bernard, Miss Chan.

Per. aa. Tenyo Maru from San Francisco.

Mr. & Mrs. J. Black, Mr. & Mrs. Brown, Mr. & Mrs. C. Smith, Mr. & Mrs. D. Jones, Mr. & Mrs. E. White, Mr. & Mrs. F. Green, Mr. & Mrs. G. Black, Mr. & Mrs. H. White, Mr. & Mrs. I. Green, Mr. & Mrs. J. Black, Mr. & Mrs. K. White, Mr. & Mrs. L. Green, Mr. & Mrs. M. Black, Mr. & Mrs. N. White, Mr. & Mrs. O. Green, Mr. & Mrs. P. Black, Mr. & Mrs. Q. White, Mr. & Mrs. R. Green, Mr. & Mrs. S. Black, Mr. & Mrs. T. White, Mr. & Mrs. U. Green, Mr. & Mrs. V. Black, Mr. & Mrs. W. White, Mr. & Mrs. X. Green, Mr. & Mrs. Y. Black, Mr. & Mrs. Z. White, Mr. & Mrs. A. Green, Mr. & Mrs. B. Black, Mr. & Mrs. C. White, Mr. & Mrs. D. Green, Mr. & Mrs. E. Black, Mr. & Mrs. F. White, Mr. & Mrs. G. Green, Mr. & Mrs. H. Black, Mr. & Mrs. I. White, Mr. & Mrs. J. Green, Mr. & Mrs. K. Black, Mr. & Mrs. L. White, Mr. & Mrs. M. Green, Mr. & Mrs. N. Black, Mr. & Mrs. O. White, Mr. & Mrs. P. Green, Mr. & Mrs. Q. Black, Mr. & Mrs. R. White, Mr. & Mrs. S. Green, Mr. & Mrs. T. Black, Mr. & Mrs. U. White, Mr. & Mrs. V. 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